

AMERICAN RAILROAD JOURNAL.

**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XIX., No. 35.]

SATURDAY, AUGUST 29, 1863.

[WHOLE No. 1,428, VOL. XXXVI.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

Public Works of Chicago	805
Racine and Mississippi Railroad	807
Equilibrium of the Republic.—The State of Western Virginia	808
Connecticut and Passumpsic Rivers Railroad	808
Valuation of Boston	809
Nashua and Lowell Railroad	809
European Locomotives	809
Commerce of New York	810
Railroad Earnings—Weekly and Monthly	810, 811
Daily Stock Sales	821
Stock Exchange and Money Market	821
Vermont and Massachusetts Railroad	823
Railroad Employees.—Their Legal Rights	823
Naugatuck Railroad	824
The Pennsylvania Canal	825
New York City Railroads	825

American Railroad Journal.

New York, Saturday, August 29, 1863.

Public Works of Chicago.

We have received from A. W. Tinkham, Esq., Secretary, the second annual Report of the Board of Public Works of Chicago being for fifteen months ending the 1st April 1863. This board consists of four Commissioners one of whom is the Mayor of the City and ex-officio a member, and employs a Secretary, and a City Engineer acting under its direction.

Chicago while enjoying an eminently commercial position, and advancing rapidly in consequence to the rank of a first class city, has had to overcome at the same time the most formidable difficulties of location, arising from the flat and marshy nature of the ground on which it was built, a sort of wet prairie, which extends for miles around, and across which the railway lines concentrating at the city seem like causeways rather than roads on terra firma. The traveller entering Chicago from the East for the first time, is quite astonished at the vast plains or prairie which he has to traverse, before he reaches the beautiful city on the shores of Lake Michigan, now containing about 150,000 inhabitants and increasing decennially in a ratio of more than 200 per cent.

The Chicago river, with two Branches passes through the city, and furnishes a secure harbor for the shipping which frequents the port. No vessel ever lies outside of the city in the Lake, as our shipping does in the bay of New York. Of course the river with its basins and canal cuts, furnishes all the water accommodation for the lake craft, as well as for the boats which ply upon the Illinois canal, and literally has miles of wharves, equal in linear extent to those of the harbor of the city of New York itself.

But even the greatest and most wonderful prosperity is not without some drawbacks. New York for more than two hundred years, "had water every where" but none fit to drink. And Chicago is in the same category. The well water of this city was brackish and warm, and that of Chicago procured from the Lake swarms with small fish, which strainers cannot keep out, and it assumes a milky color, whenever there is any storm to disturb its surface.

Chicago also suffers from its own prosperity in another way. The water of the river to which we have alluded, is the receptacle for a large amount of the filth of the city, especially for the wash of the breweries, factories, cattle pens, distilleries, slaughter houses, gas works and machine shops which crowd its banks for miles. At times the smell is intolerable, and as the numerous tugs, which are constantly employed in the harbor in towing the large steamers and vessels from wharf to wharf rush about, they turn up the most fearful combinations of materials which were discharged into the river. To use the words of the report before us, the bottom of the stream "seems to be covered with tarry substances which have accumulated to such an extent that its whole bed seems to be covered with it" and "every steam tug wheeling up the water, makes a portion of tar rise to the surface." So great has been the nuisance indeed, that several eminent chemists have recently been employed to investigate the causes of the black appearance of the river, and to analyze the water. Drs. Mariner and Mahla reported as the results of their inquiries that the color and impurity were owing to the causes already stated.

The Board of Public Works is chiefly occupied therefore with two subjects. Sewerage and a supply of wholesome drinking water, and the report

under consideration is principally devoted to these subjects.

WATER WORKS.

The water now used in the city of Chicago is supplied from the Lake, and pumped into reservoirs of wood by steam engines, and thence distributed throughout the city, and the whole amount of distributing mains in connection with the works is 98 miles and 2643 feet over. The supply mains not included in the above are 6 miles and 2247 feet in length, and the whole amount of pipes laid in the city of all sizes is 104 miles and 4890 feet.

COST.

The works themselves have cost in all \$1,118,494 97, the amount having been procured on water loan bonds, which were readily negotiated at the rate of 7 per cent, except about \$67,780 which was derived from water rents.

EXPENSES.

As the items give us some idea of the work we state them.

Int. on water loan bonds	\$71,306 77
Expenses at pumping works for 15 months	20,471 16
Miscellaneous repairs, including new inlet house and dredging basin	9,649 26
Miscellaneous operating expenses	21,189 32

Total for the 15 months \$122,614 61

But besides there was expended by the board in laying distributing mains \$39,197 17 And for other permanent additions to the works 5,031 44

The report does not tell us how these sums were paid, nor to what account they were charged.

INCOME.

Water rents received from January 1 1862, to March 31 1863, inclusive	\$188,448 28
Profits tapping pipes	846 52

Total \$189,294 80

So that there has been a surplus of \$66,680 29 remaining to the credit of the Board of public works, after paying interest and working expenses; and after paying the two amounts stated, \$44,223 61, there was still a surplus of \$22,451 08, so that it may be readily seen that the usual financial skill and good management of the Chicago people are evident in this as in almost all other causes affecting the pecuniary interests of the city. The people of Chicago do not live on the plunder of

their neighbors, nor pile up fortunes by frauds on their treasury. We hope the day may be far distant before they will suffer as the taxpayers of this city have done from municipal dishonesty.

The condition of the drinking water having become a matter of serious concern, for the reason that the wash of the rivers, affects the water of the lake for some distance along the shore, and that it becomes turbid in certain states of the weather, the people of Chicago have determined to obtain a new supply, and for this purpose after the suggestion of various plans have resolved on constructing a tunnel into the deep water of the Lake two miles in length, as stated in the advertisement to contractors to be found in another part of this JOURNAL. An iron pipe with flexible joints was proposed, but though the first cost was less than that of the tunnel, it was deemed inexpedient, because it might be injured by anchors, by the sinking of vessels, or the action of the Lake current.

It is found that the bottom of the lake, through which the tunnel is to be constructed is clay, and easily worked. Shafts are to be sunk, composed exteriorly "by sinking octagonal cribs 80 feet in diameter, with central spaces 30 feet in diameter leaving an average of 25 feet thickness to the crib around the shafts proper, which is to be of iron, and a cylinder of 9 feet in diameter." The excavations of the tunnel will be carried on below the bottom of the lake by means of these apertures or shafts, and the particular process to be adopted is after the plans and drawings of the French Engineer Cezanne, as illustrated in late numbers of the Journal of the Franklin Institute, Philadelphia.

SEWERAGE.

The draining of Chicago is a difficult matter, so slight is the elevation of the city above the lake. It appears however, from this report, that the total length in feet of sewers on the 1st April 1863, was 302,088 feet equivalent to 57 $\frac{1}{2}$ miles, and of private drains the number was 365.

IMPROVEMENTS OF THE RIVER.

The condition of the river as we have already stated, has attracted considerable attention. Two artificial methods have been suggested for its improvement, the one by a deep cut through the summit level of the Illinois Canal, so as to turn the water of the lake, through the Chicago river into the Illinois river which is feasible, and will some day be accomplished, when the state of Illinois becomes able; the other by making canals from the Lake to the North and South branches.

CEMETERY AND PARK GROUNDS.—STREETS.

The subjects are treated in this report with clearness and conciseness. The part which might interest our city readers most is that in relation to pavements. There are 400 miles of streets, with different kinds of pavements, and as this subject is one which interests us of New York, we extract from the report what is said of the various kinds, noticing that the Nicholson or wooden pavement seems to be the favorite plan in Chicago.

NICHOLSON PAVEMENT.

So far as our present experience goes, the Nicholson pavement is the best adapted to our most important streets where the buildings are of a permanent character, and the traffic large. As our experience in regard to this pavement dates back no farther than 1856, we can only say, that after between six and seven years heavy wear, as at Wells street between Lake and South Water, the pavement is yet in good condition, and seems

likely to last a considerable time longer. Blocks of pine taken out last year from this Wells street pavement, were worn down in height but half an inch, then measuring five and a half inches, their first height having been six inches. Pine we have thought preferable to oak, as the softness, toughness and elasticity of the same admits the impression of the fine gravel on the top of the blocks, thus making a very hard surface, and with the spreading and brooming of the blocks at their edges closing almost the whole joint between them, so that in connection with the saturation by the tar, it is completely protected. Such pine blocks taken out at the intersection of Wells and Lake streets after six years wear, had a perfectly sound appearance, as if put in but the previous month.

BOULDER STONE PAVEMENT.

The boulder stone pavement has been put on several of the most traveled streets. In Lake street the boulder pavement was ruined in five years, and was replaced by the Nicholson pavement in 1861. The pavement in South Water street, of the same kind, is almost ruined, and needs a thorough repair. Clark street, between Lake and South Water streets, was re-paved last year, and the same process will be required again at least in two years. Randolph street, between Michigan avenue and the bridge, was paved with boulders in the fall of 1857, and will soon need repairing from State street to Market street. In streets less traveled than the above named, this pavement shows less holes than in them, but it still has so much unevenness that teams avoid it wherever the Nicholson pavement is near to it in a parallel line. The boulder stones are very unequal in size, and therefore render an unequal resistance to impression. They are of a poor quality, as almost half of those brought to this market are very soft and marly, and cannot withstand the influence of the temperature. A selection of the best of the boulders in size and quality would make the boulder pavement cost almost as much as the Nicholson pavement. If good and sound boulder stones, nearly equal in size, could be got at a reasonable price, the Board would consider such a pavement suitable for streets not subject to heavy teaming.

BLOCK STONE PAVEMENT.

Some of the streets have been paved with block stone or limestone pavement. The blocks are of soft limestone, with many seams. If such blocks were on their bottom beds of the same size as on the top, such a pavement would resist far better the weight of heavy teams than it now does. But as the stones, as put in by the contractor, are generally of unequal size and smaller on the bottom than on the top, the pavement settles unequally, and the corners on the joints and larger pieces are broken off. Thus holes will appear more and more, and the joints will wear out, so that the fellows of wagons will be forced between the blocks, as can be seen in South Water street, between Wabash avenue and Michigan avenue. In streets without much heavy traffic, as Washington street, La Salle street and others, this pavement may last a number of years, but with more or less jar and noise, as with the boulder pavement.

MACADAMIZED AND GRAVELED STREETS.

In regard to most of our macadamized and graveled streets, much is to be done and a thorough reform is required. The city has at this time twenty-five miles of macadamized and graveled streets. Whoever has observed the improvement and construction of such streets, built since 1856, as for instance, Canal street, Milwaukee avenue, Rush street, Kinzie street, State street south of 12th, Archer road, etc., must have seen that all sizes of stones, large and small, and of different shape, have been thrown in the street without much selection, and covered with a thin course of finer stones. On those streets large stones up to the size of one-half of a cubic foot can be seen today mixed up with smaller stones. Many of the streets have been built of stones greatly differing

in size and having an unequal ability of resistance, including limestone and Joliet gravel. Very much depends upon the manner in which such streets are constructed. When the large stones are put first on the ground carefully, then smaller ones above the same, and the smallest on the top, a street can be built tolerably well. A sample of such a street can be found on Old street, from State street to Old street bridge, on which many and heavy teams are passing daily. The surface consists of very small stones, equal in size, and forming a very hard and compact mass, the material used being limestone.

The Board have built up to this time two macadamized streets of bituminous limestone, namely, Monroe street, from State street to Clark, and North Wells, from Kinzie street to Green Bay road. The original manner in which macadamized streets were built, has been considerably improved during a number of years, and after many experiments by French engineers, a system has been adopted which affords great advantages, over the old method, and gives much satisfaction. Precisely the same system of construction was applied to these two streets. The average thickness of the stone body is fifteen inches, and it was put on in two different courses. The lower course consists of broken stones in size from two to three inches, and was eight inches thick. The upper course had a thickness in the centre of ten inches, and on both sides of four inches, averaging seven inches, with stones in size from one-half inch to two inches. Each of the course was rammed separately with a heavy roller. For filling up the interstices between the stones, and to effect a solid bond of the mass, a course of fine cement gravel and fine limestone screenings two inches thick was put on the top. Although the size of the stones in the top course does not fully answer to the size as put down in the specifications, on account of a defect in the machinery at the quarry, these streets are, nevertheless, good samples of their kind, and they will always remain in good condition while kept in their original shape and crown. Already these streets ought to be filled up, particularly North Wells street, about three inches for a width of ten feet in the center.

The report concludes with a statement of the financial affairs of the Board, where we find many interesting facts expressed in the form of dollars and cents, which are not alluded to in the text of the report.

On the whole, the document is worthy of Chicago and the practical business character of its citizens. We regret that it did not more fully explain the projects of the "new pumping works at Winnetka," and tell us something more of Crystal lake. Whenever Boston or Philadelphia or Chicago talk about water, we of New York open our eyes and ears to see and hear if it is possible to have any finer than the Croton, or any such aqueduct as the High Bridge.

The Oil Business.

Crude oil continues to advance steadily, and now maintains a very respectable price for producers. It may now be obtained at prices ranging from \$5 50 to \$6 50, according to location on the creek. Never since the breaking out of the oil excitement has the demand been as great or prices as well maintained as now. Stock in flowing or pumping wells is held at fabulous prices, and "sites" for new wells are eagerly sought after.

A new well has been struck on the Egbert place since our last issue, and by many is considered a fine thing. It flowed about eight hundred barrels per day until last evening, when the seed bag burst and it ceased flowing instantly, but will undoubtedly be resuscitated by Saturday. There are also two new wells on the Story farm, one flowing four hundred barrels and the other one hundred barrels.

Oil on the platforms in this place is now worth \$11, packages included; barrels are still bringing

from \$3 to \$3 25. Hauling is now worth \$2 per barrel, and teams are scarce at that price.—*Petroleum Reporter (Titusville) Aug. 14.*

Racine and Mississippi Railroad.

The fourth year of the operations of this road by the trustees for the first mortgage bondholders expired on the 10th of May, 1863. We have been favored with a copy of the Report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that time. The earnings were:

From freight.....	\$254,031 71
" passengers.....	74,348 34
" mails, etc.....	16,389 15
	\$344,769 20

And the expenses were:

Repairs of road.....	\$37,836 24
" equipment.....	26,694 08
" cars.....	24,379 04
" bridges, etc.....	9,071 35
Fuel.....	43,465 66
Oil and waste.....	4,917 28
Station service.....	24,837 28
Train hands.....	33,968 93
Taxes—local.....	8,135 97
" United States.....	1,454 53
Salaries.....	15,208 22
All other expenses.....	30,960 90
	260,929 48

Net earnings.....\$83,839 72

The above includes the business of the Northern Illinois Railroad, operated by the trustees of the Racine and Mississippi Railroad, during the year, between Freeport and Lanark, 20 miles, and between Lanark and Savanna, 18 miles, since the 1st of September last, when the road was opened for traffic over its whole length, completing the connection between Lake Michigan and the Mississippi River by a line of 142 miles. The Report says:

The wheat crop of 1862 was very deficient, both in quantity and quality, along the whole line from the lake westward, and extending through Iowa as far as it is expected business will be drawn for shipment to Savanna. It is estimated to have been less than one half an average crop, and of very inferior quality. In Jackson Co., Iowa, opposite Savanna, the wheat was almost an entire failure, and it is remarkable that it is the first time there has been a deficient crop since the settlement of the country more than twenty-five years ago. The failure not only reduced the amount of business coming to the road, but the poor quality of the wheat caused it to be shipped to Chicago and Milwaukee, where it could be mixed with wheat from other sections of the country. The market in Racine was so affected, that instead of increasing in importance, as was naturally to be expected on its being connected with the river, the business of the season was much less than in previous years.

A large increase from other sources of business made up, in a great measure for the deficiency in wheat.

The passenger business shows a satisfactory increase over the previous year, and the improvement is most marked from 1st of January:

1st of January to 10th of May, 1862..	\$15,637 39
1st of January to 10th of May, 1863..	27,765 94

There is every indication of continued improvement in this department.

It is not intended to make further additions to the rolling stock at present. In the last three years, there have been added 86 box freight cars, built in the shops at Racine, which could not now be supplied except at an increased cost. Four new first class passenger cars were provided for in the past winter before materials had advanced to present prices, and three of them are now on the road, the fourth in the painters hands. Two

first class freight coal burning engines were put upon the road in November. The engines were contracted for in June, and at the time of delivery could have been sold at an advance of \$3,000 each on the contract price. The receipts of the road were at the time falling short of what had been expected, and it was taken into consideration whether it would not be well to dispose of the engines; but, in view of the requirements of the business, it was decided to keep them, and they have done good service since. The engines were named "Northern Illinois" and "Mississippi." The advantage of coal burning has not been fully tested yet. Illinois coal was used at first, but Ohio coal has lately been obtained, and is producing the best results. The rolling stock of the road is sufficient to earn a very large revenue, could the business be confined to the line from the lake to the river, but when a large proportion of the business draws off cars to Dunlieth, Chicago and Milwaukee, there is a constant demand for cars that cannot be supplied. The Chicago and Northwestern Company undertook to supply their proportion of cars for Chicago business but have been unable to do so, and in consequence, the business has been sustained by Racine and Mississippi cars at a sacrifice. The want of a cattle yard by the Northwestern in Chicago, has also been a great inconvenience and obstruction to business in the past season. The cattle business cannot be continued another winter, advantageously, unless the Northwestern Company guarantee to provide rolling stock and a convenient cattle yard in Chicago, which they have given assurances they will endeavor to accomplish.

The net results of the year's business, show a falling off as compared with the previous year, which is readily accounted for by the additional expenses incurred in conducting a scattering business from which a small mileage is obtained. Fuel has risen materially in cost. All materials used in operation have also largely increased. Wages are higher. Taxes are greatly increased. The character of the business of the past season has also led, unavoidably, to a great increase in the mileage of trains.

The crop prospects are at the present time most satisfactory; and, if realized, will restore a full local business, which is the most profitable. In the coming season, a large increase of business may be anticipated from the development of the river connection.

On the 1st of October, the track from Racine to Freeport, and thence on the Northern Illinois Railroad to Savanna, was divided into two divisions, the first from Racine to Beloit, 68 miles, and the second from Beloit to Savanna, 74 miles, under two road masters superintending.

During the year a construction train has been employed, opening the ditches in the excavation, raising the grades on the embankments, and turning out gravel for ballast. A large quantity of spike has been used, partly in repairs, and partly in supplying a deficiency in the original quantity put in. The chairs which have been used are of a very inferior pattern, and a change for future repairs is recommended. The materials used in repairs have been: 5,908 feet of T rail, 13,435 feet of repaired rail, 25,466 cross ties, 18,671 lbs. spike, and 2,830 chairs. The aggregate cost, including labor and material, has been \$41,574 97.

Of the bridging of the road, 649 feet which required renewal, on the bank of Root River, in Racine, has been filled up and docked. A new trestle bridge has been erected at Allen's Grove. Two stone bridges have been built at Beloit and Springfield. The Howe truss bridge over Rock River has been strengthened, and many of the smaller structures repaired. The turn-table at Beloit has been rebuilt, and that at Freeport re-

paired. The machine shop in Racine has been completed, and the passenger buildings at Clinton and Beloit repaired. A freight house has been erected at Clinton, also coal sheds at Racine, Delavan and Beloit. A side track has been constructed at Dakotah, also at the junction of the Chicago and Milwaukee Railroad in Racine.

The present condition of the road is good. The bridges, with one or two exceptions, are in good average repair. The iron in the immediate neighborhood of the stations requires renewal, and the procuring of 125 tons of T rail for this purpose is recommended. Six hundred lineal feet of bridging will require re-construction, which includes the bridge over the Fox River at Burlington; that at Smith's Crossing, and at the O'Plain, with one or two smaller ones.

The company have 11 passenger, 6 baggage, 2 mail and express, 56 platform, and 311 house and freight cars. The number of miles run by engines with passenger trains was 103,378; with freight trains, 237,358; with other trains, 23,595—total, 364,331, an increase over the previous year of 110,107. Number of passengers carried, 101,486. Tons of freight 152,215.

TRUSTEES' ACCOUNTS.

Advances on net income.....	\$288,040 41
Supplies.....	40,538 43
Supplies of fuel.....	25,450 76
Supplies of oil and waste.....	676 22
Telegraph supplies.....	52 29
Suspense.....	1,499 23
Open accounts.....	15,041 99
Cash.....	3,456 17
	\$374,755 50

Farmers' Loan and Trust Co.....	\$298,602 95
Open accounts payable.....	37,517 19
Northern Illinois Railroad.....	40,635 36
	\$374,755 50

ADVANCES ON NET INCOME.

Balance from last year.....	\$248,754 85
Construction account.....	69,651 06
Mortgages and liens on property.....	7,344 20
Northern Illinois Railroad rent.....	39,839 92
Miscellaneous.....	6,290 10
	\$371,880 13

Operating account.....	\$83,839 72
Balance.....	288,040 41
	\$371,880 13

The office of the company is at Racine, Wisconsin. The officers are:

General Manager.—G. A. THOMSON.

Superintendent.—JOHN C. CAMPBELL.

Engineer.—NATHANIEL BAILLIE.

Secretary.—WM. V. BAKER.

The Directors of the Sacketts Harbor and N. York Railroad appointed a committee of three—John Thorn of Utica, C. W. Bishop of Henderson, and Geo. H. Phelps of Watertown—to take up the railroad track, with the intention to sell, convey and deliver the property of the road, in behalf and for the best interests of the Company. About one-half mile of the track was taken up, when another committee of four—Luther Barrows, C. A. Benjamin, George Clark and John Canfield—served an injunction, and restrained the railroad committee from disturbing the property of the road, on the ground that the Directors have no right to take up and destroy a railroad corporation. The defendants before Judge Mullin, moved to dissolve the injunction, which being refused, the trial is noticed on the 2d Tuesday in September, before his Honor, Judge Mullin—Clarke and Calvin, plaintiffs' attorneys; MORRIS Quin and

Roman of Utica, defendant's attorneys.—*Utica Observer*.

Equilibrium of the Republic.—The State of Western Virginia.

BY EX-GOVERNOR WILLIAM GILPIN.

This new State, formed of that portion of Old Virginia which lies within the Alleghany Mountains, and contributes its waters to the Mississippi Basin, has, by act of Congress, been admitted into the Union. This diminution in area of an ancient Atlantic State, occurring simultaneously with a radical change in the geographical distribution of population on our continent, draws attention to facts of more profound significance than have hitherto attracted notice.

The States and population of the Basin of the Mississippi are thus extracted from the census of 1860:

Ohio	2,339,593	Minnesota	172,022
Indiana	1,350,941	Pennsylvania, 21	
Illinois	1,711,753	counties	727,256
Kentucky	1,155,113	West Virginia, 39	
Tennessee	1,109,341	counties	280,691
Mississippi	790,396	North Carolina,	
Louisiana	709,290	10 counties	79,077
Arkansas	435,427	Alabama	964,296
Missouri	1,182,317	Texas	602,432
Kansas	107,110	Nebraska	13,000
Iowa	674,968	Colorado, 13 c'n-	
Wisconsin, 21		ties	27,000
counties	428,158	Dacotah	4,500
New York, 8		Indian Territory	95,000
counties	430,887		
Total			15,892,543

STATES OF THE PLATEAU AND PACIFIC DECLIVITY.

California,	Utah,
Oregon,	New Mexico— $\frac{3}{4}$,
Nevada,	Colorado— $\frac{1}{2}$.
Washington,	
Population	667,980

STATES OF THE ST. LAWRENCE BASIN.

Vermont— $\frac{1}{2}$,	Ohio—1-6,
New York— $\frac{1}{2}$,	Indiana—1-7,
Michigan,	Illinois—1-20.
Wisconsin— $\frac{1}{2}$,	
Population	1,867,955

STATES OF THE ATLANTIC DECLIVITY.

Maine,	Pennsylvania— $\frac{1}{2}$,
New Hampshire,	Delaware,
Massachusetts,	Maryland,
Rhode Island,	East Virginia,
Connecticut,	North Carolina,
Vermont— $\frac{1}{2}$,	South Carolina,
New York— $\frac{3}{4}$,	Georgia,
New Jersey,	Florida.
Population	14,666,149

In its origin, the United States of America was composed exclusively of States bordering on the Atlantic Ocean, and was created under the auspices of a population and interests restricted to the longitudinal margin between the Alleghany and the seas. Without tracing through each decennial census the gradual entrance into the Federal Congress of new geographical elements and power, the following table of population for 1860 will exhibit the relative numbers as distributed in harmony with the physical geography of nature:

States of the Mississippi Basin	15,892,548
States of the Plateau and Pacific Declivity	667,980
Total population	16,060,523
States of the St. Lawrence Basin	1,867,955
States of the Atlantic Declivity	14,666,149
Total population	16,534,104

This immense expansion in geographical area together with the prodigious growth in energy, population and power which accompanies it, has profoundly modified the domestic relations of the heretofore harmonious family of the American people. Disorder and violence have always marked the eras when, with a growing empire, the scheme of government ceasing to harmonize with the

energetic temper of the people, has become antagonistic to their instincts and repressive to progress. Revolutions, modest in their origin, begin by resistance to oppression. The legislation of the Federal Government has had for sixty years from its origin a proclivity to encourage the navigation and commerce of the sea, and to restrict this encouragement to the shores of the Atlantic Ocean. The prolific growth of the population and energies of the interior has outgrown the limited demands of that ocean and its population; the restriction of sufficient outflow to the other flank upon the Pacific becomes a check to progress, and has all the consequences of an oppressive monopoly. The statistics of ocean commerce, its growth being the special favorite of the Federal Government and policy, have been pampered by all forms of partial legislation. The statistics and growth of commerce, navigation and transportation in the interior of the continent have been the object of neglect and depression. Yet in 1860 we find the aggregate value of interior relations, as expressed in dollars, to be five times in amount to the exterior relations, similarly estimated. In population, production and commerce the interior is now prodigiously in the ascendant.

It is manifest that immense modifications of the Federal power have become imperatively necessary to correct this departure between the Government and the people, and to adjust the equilibrium. One profound cause of the sanguinary discord that now tears our country is here discernible. If we suppose ourselves to have reached the coming centennial anniversary of July 4th, 1876, and take a retrospective glance, the magnitude of the modifications necessary to our continued harmonious union will display themselves at a glance. Geographical changes in the locality and administration of the Federal power, as great as those which transferred it from London to Philadelphia and Washington, reveal themselves and the necessity of such modifications dictates itself with mathematical exactness. As a fact of pre-eminent significance, occurs the accession to the States of the Mississippi basin of Western Virginia, and the addition of two Federal Senators to this geographical division of our country. This unchains the political of hide-bound spell routine and repression to add new forces to the area and energies of progress.—*Colorado Republican*.

Connecticut and Passumpsic Rivers R. R.

The earnings, expenses, etc., of this road for the years ending May 31, 1862 and 1863, have been as follows:

Earnings:	1862.	1863.
From passengers	\$63,794 04	\$78,920 55
" freights	88,871 75	117,876 00
" mails	9,100 00	9,100 00
" express	2,000 00	2,000 00
" rents	998 61	970 50
	\$164,764 40	\$208,867 05
Expenses, viz:		
Maintenance of road ..	\$20,648 63	\$25,048 70
Motive power	22,428 55	25,739 90
Fuel	7,893 19	12,030 60
Oil and waste	1,893 59	1,929 46
Passenger department ..	7,442 39	7,623 70
Freight	12,925 84	14,153 08
Losses	436 47	1,250 29
Repairs of buildings ..	4,993 05	4,042 21
Insurance	1,048 89	1,072 67
Miscellaneous expenses ..	6,304 18	7,879 39
	\$86,014 78	\$100,769 95
Net balance	\$78,749 62	\$108,097 10

The balance of earnings after paying interest on bonds, and \$16,000 to Trustees of Sinking Fund, have been appropriated to the payment of the floating debt and the extension of the road. The amount of sinking fund at this date in the hands of the trustees is \$111,140, which is invested in the bonds of the corporation.

The following statement will show the receipts,

expenses and net earnings for 14 years ending May 31, 1863:

	Total Receipts.	Total Expenses.	Net Earnings.
1850	\$112,634 75	\$50,980 28	\$61,714 37
1851	149,583 11	65,458 19	84,124 92
1852	151,995 45	77,009 07	74,986 38
1853	164,722 12	90,636 51	74,085 61
1854	162,687 65	107,114 58	55,573 07
1855	182,396 73	108,732 81	73,663 92
1856	174,308 21	98,125 41	76,182 80
1857	175,836 95	104,530 09	71,306 86
1858	171,625 62	102,153 24	69,472 38
1859	192,122 51	110,121 75	82,000 76
1860	187,646 53	123,027 13	64,619 40
1861	183,750 27	91,067 36	92,682 91
1862	164,764 40	86,014 78	78,749 62
1863	208,867 05	100,794 95	108,072 10

This company was chartered November 10th, 1855, with an authorized capital of \$2,000,000, and power to increase the same to \$3,000,000. In 1843, the charter was revived, and the company organized January 15, 1846, and the road opened for use from White River Junction to Bradford, 28 miles, October 10, 1848; and to Wells River Village, 40 miles, November 9, 1848. In November, 1850, an additional section of 20 $\frac{3}{4}$ miles, to St. Johnsbury, was opened; and on the 21st of October, 1858, the road was extended to Barton, its present terminus—making the whole length of completed road from White River Junction to Barton, 90 miles. The Northern section, 20 miles in length, is now in course of construction, by which it is proposed to connect with the Stanstead, Shefford and Chambly railroad, now completed to Stukely Line, about 15 miles from Magog Village, at the outlet of Memphremagog Lake. In 1861-'62, a company was chartered by the Canadian Parliament, called the "Massawippi Valley Railroad Company," with authority to construct a railroad "from some point on the Grand Trunk railway between Lenoxville and Crompton Centre, to the Benson Place, and thence to the Province Line in Stanstead," being about 20 miles; and when this road is completed, the Stanstead, Shefford and Chambly railroad can form a connection with it by building some nine miles of road easterly from Magog Village. Thus by building some 64 miles of railway, viz: the Massawippi Valley railroad, 20, the extension of the Stanstead, Shefford and Chambly railroad from its present terminus to the point of connection with the Massawippi railroad, say 24 miles, and the extension of the Connecticut and Passumpsic Rivers railroad to the Canada Line, 20 miles, a rich fertile agricultural section will be accommodated, and an air line railroad route opened from New York to Quebec via the valley of the Connecticut river, about 67 miles shorter than any other, and a saving of distance between Montreal and Boston, as compared with the Grand Trunk route, via Portland, of about 49 miles, by leaving the Grand Trunk at Waterville; or 78 miles via the Stanstead, Shefford and Chambly, and Passumpsic railroads. The report says:

The importance of extending the road to the Canada line, has at all times been apparent to the Directors, and they have labored diligently to effect that object, and by great exertions among the people of Orleans and Stanstead Counties in the summer of last year, a sufficient amount was raised to justify them in resuming work between Barton and Newport in September last. The work has so far progressed that the Directors feel warranted in assuring the stockholders that it will be completed to Newport in September, and to the

Province line before winter, at which point we expect soon to be met by Canadian roads. The Stanstead, Shefford and Chambly Railroad is now built to Stukely, some fifteen miles from the outlet of Memphremagog Lake, passing through a fertile country which must furnish a large remunerative business when a junction is made.

The "Massawippi Valley Railway Company," whose charter extends from our northern terminus to some point on the Grand Trunk Railway between Lenoxville and Compton, has been recently organized by the election of a board of officers whose reputation as railway managers and financiers should be a guarantee (if properly aided by those interested) of its early completion. A survey has been made showing the route to be feasible, and can be built at less than the average cost of roads in New England. It passes through a rich agricultural country, and near some of the best mineral districts of Canada, and cannot fail when completed to greatly increase the traffic over the Passumpsic road.

The amount of share capital paid is \$1,280,500, viz., \$308,200 common, \$49,300 guaranteed and \$833,000 preferred stock. The funded debt is \$800,000, consisting of 1st mortgage 6 per cent sinking fund coupon bonds, dated December 1, 1856, and payable December 1, 1876. Interest payable June 1 and December 1, at Boston. These bonds are secured by a first and only mortgage on the road and property of the company. For their redemption at maturity an amount equal to two per cent of the whole funded debt, or \$16,000, is annually set aside from the net earnings of the road, and placed in the hands of trustees to be invested in these bonds, or other undoubted productive securities. The interest on the bonds, and the appropriations to the sinking fund, have been regularly paid.

The equipment of the road consists of 8 locomotives, 8 passenger, 5 baggage and mail, 1 drovers', 109 box, 41 platform, 25 rack, 13 coal and 10 gravel cars.

The cash value of equipments and materials on hand May 31, 1863, was as follows:

Locomotives	\$53,600 00
Cars	83,025 00
Machinery and tools	9,566 32
Materials	38,236 12
	\$184,427 44
	1862. 1863.
Miles run by engines.....	99,639 118,420
No. of passengers.....	53,978 62,730
Do. carried one mile.....	1,892,225
Pounds of freight.....	44,940,280 62,162,216
Feet of lumber	5,156,056 7,689,901

The Valuation of Boston.

The aggregate amount of all the real and personal estate and polls, estimated by the assessors of the city of Boston, in the several wards, for the years 1862 and 1863, is as follows:

Ward.	Real Estate.	Personal Estate.	No. of Polls.
1.....	\$6,859,700	\$2,831,200	3,045
2.....	4,838,600	947,400	3,526
3.....	7,254,600	2,843,800	2,283
4.....	37,261,600	33,541,500	2,755
5.....	5,321,600	2,182,700	2,240
6.....	26,342,000	23,617,800	2,328
7.....	15,847,000	24,905,700	2,241
8.....	11,163,600	4,546,100	2,149
9.....	12,348,800	4,384,000	1,921
10.....	7,365,500	3,038,800	2,203
11.....	20,700,400	7,184,800	4,309
12.....	8,709,000	2,421,100	5,032
	\$163,512,400	\$112,444,900	34,038

Total amount of real and personal estate, \$275,957,300.

Ward.	Real Estate.	Personal Estate.	No. of Polls.
1.....	\$6,575,900	\$2,974,700	2,535
2.....	5,403,000	929,900	3,961
3.....	6,863,500	2,918,900	2,381
4.....	39,324,300	40,240,300	2,760
5.....	5,083,200	2,441,400	2,325
6.....	28,616,200	28,948,200	2,359
7.....	15,255,400	29,057,000	2,138
8.....	11,232,000	5,119,700	2,243
9.....	12,685,200	5,108,000	1,857
10.....	7,593,900	3,212,700	2,031
11.....	22,209,100	9,919,700	4,392
12.....	8,817,600	2,002,200	4,508
	\$169,659,300	\$132,867,700	33,490

Total amount of real and personal estate, \$302,527,000.

The rate of tax per \$1,000, for the year 1862, was as follows: City and county tax, \$8 41; State tax, \$2 09—\$10 50 per \$1,000. The rate of tax for the year 1863 is \$11 50 per \$1,000.

By the above it will be seen that there is a gain on real estate this year of \$6,146,900; gain on personal estate, \$20,422,800. Total gain, \$26,569,700. Less polls this year, 548.

Nashua and Lowell Railroad.

The receipts and expenses of this road for the years ending March 31, 1862, and 1863, have been as follows:

	1862.	1863.
Receipts:		
From freight	\$98,971 27	\$110,271 50
" passengers.....	77,108 41	83,419 76
" express	2,932 67	2,843 92
" mail	2,957 62	2,914 53
" interest.....	3,867 40	1,985 56
" contingent fund ..	4,890 80	.....
Total	\$190,548 17	\$201,435 27
Disbursements:		
Repairs of road.....	\$24,221 84	\$22,792 06
" engines	6,106 10	7,258 89
" cars	8,612 68	8,004 59
" bridges, b'ld- ings, etc.....	3,059 63	6,644 83
Fuel	16,309 05	17,429 83
Rent	31,872 48	31,859 44
Mdz. and depot exp.....	12,259 88	11,957 50
Conductors, etc.....	21,718 50	21,273 42
Miscellaneous	18,388 01	18,958 29
Dividends 8 per cent.....	48,000 00	48,000 00
Contingent fund .....	.....	7,246 92
Total	\$190,548 17	\$201,435 27

The following is a comparative statement of the receipts, expense and net earnings of the road for the years ending March 31, 1860, 1861, 1862 and 1863:

	Receipts.	Expenses.	Net.
1860.....	\$235,950 16	\$164,506 46	\$71,443 70
1861.....	246,905 80	180,666 87	66,238 93
1862.....	185,657 37	142,548 17	43,109 20
1863.....	201,435 27	146,188 35	55,246 92

The dividends each year have been equal, viz: \$48,000, or 8 per cent. on a capital stock of \$600,000. The company has no bonded debt. The appropriation to contingent fund in 1860 was \$21,749 82; in 1861, \$18,238 93. In 1862, owing to the depressed condition of the cotton manufacturing interest from which much of the income of the road is derived, the earnings show a falling of some \$61,000, or 25 per cent. The reduction in expenses amounted to \$38,000 or about 21 per cent.; leaving a balance of net earnings of only \$43,109 20. Recourse was had to the contingent fund, and \$4,890 80 drawn therefrom to make out the two semi-annual dividends of 4 per cent.

each. In 1863, \$7,246 92 was again credited to that fund, which now amounts to \$106,589 22.

The financial condition of the company April 1, 1863, is exhibited in the annexed balance sheet:

Construction	\$486,593 84
Equipment	92,870 00
Fixtures and stock in shop	20,536 16
Real estate	17,748 54
Materials charged other roads.....	33,994 85
Notes receivable.....	37,000 00
Cash on deposit	62,005 29
Sundry accounts	400 54
	\$751,149 22
Capital stock	\$600,000 00
Unclaimed dividends.....	4,710 00
Wilton Railroad	7,000 00
Stony Brook Railroad.....	8,850 00
Dividend No. 49	24,000 00
Contingent fund	106,589 22
	\$751,149 22

European Locomotives.

In a paper lately given to the public by D. K. Clark—Superintendent of machinery at the London International Exhibition of last year—it is stated that there were twenty locomotives altogether exhibited, of which eleven were English, and nine foreign. Fourteen had outside cylinders and six inside cylinders. Most of the engines were specially constructed for burning coal, a feature which has been introduced entirely since the former exhibition of 1851.

The English engines were mainly examples of the standard classes in general use on the principal English railways. Of the eleven exhibited, seven had outside cylinders, and four had inside cylinders. The foreign locomotives showed greater variety and originality of design; and were mainly constructed for lines with very heavy gradient and sharp curves, which are generally associated together on railways in mountainous districts, causing special mechanical difficulties which do not occur in the case of English railways. The most satisfactory of the plan for surmounting these difficulties is considered to be that of an articulated or bogie engine, having a single long boiler of large dimensions, mounted on separate carriages, with a swivelling connection, each having its own separate pair of cylinders, working six coupled wheels placed near together; so that the engine, although of great total length, could readily pass round very sharp curves, while the whole of the weight is made available for driving adhesion. A marked feature of the foreign engines is the position of the valve gear outside the cylinders; but this is considered objectionable in respect of good working and durability.

In the large foreign engines as well as in some of the English, the boiler tubes have been crowded too close together, with the object of obtaining a larger extent of surface, from a mistaken idea that heating surface is mechanically the equivalent of evaporative power, without regard to the equally important consideration of the circulation of the water amongst the tubes. Another marked difference between the engines exhibited in 1851 and those shown in this exhibition is that, in the latter, Giffard's injectors have been extensively employed as a substitute for the feed pumps universally used at the former period.

Cape May Railroad.

The railroad to Cape May, via Camden, has been completed, and trains commence running through to Cape Island this morning without change. The great objection to this route to the Capes, this season, has been changing the cars for stages over several miles of swampy country, when the track was not finished. This is now obviated. —*Philed. Inq. Aug. 23.*

Great Destruction of Rebel Railroad Property.

Memphis, Tenn., Aug. 20, via Louisville, Aug. 23.—About two weeks since Major General Hurlbut ascertained that there was a large amount of railroad stock at Grenada, which the rebels were endeavoring to get off South by making temporary repairs on the railroad. With his usual energy and promptness Gen. Hurlbut arranged an expedition to destroy this stock, first sending a request to Gen. Grant to make a diversion from the South to aid the enterprise. The expedition started from Lagrange, Tenn., on the 13th, under command of Lieut. Col. Phillips, of the 19th Illinois regiment mounted infantry, and reached Grenada on the 17th, driving Gen. Slimmer with 2000 men and three pieces of artillery from the place. They then destroyed fifty-seven locomotives, upwards of 400 cars, the depot buildings, machine and blacksmith shops, and a large quantity of ordnance and commissary stores. They captured a number of railroad employees and other prisoners. After Col. Phillips had thoroughly accomplished his work, Col. Winslow, from Gen. Grant's army, arrived with a force from below. The expedition returned from Lagrange to-day. Great praise is due to Col. Phillips and his gallant command forever, during the hardships of such a march through Central Mississippi in mid August, and for so crippling the remaining energy of the rebellion in the Southwest.

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending August 14, 1863, was as follows:

Passengers.....	\$19,230 56
Freight and live stock.....	18,023 17
Mails and sundries.....	1,205 18
Total.....	\$38,459 91
Corresponding week of 1862.....	38,378 61
Increase.....	\$80 30

The earnings of the Grand Trunk Railway for the week ending August 15, 1863, were:

Passengers.....	\$31,626 88
Freight and live stock.....	34,999 78
Mails and sundries.....	2,800 00
Total.....	\$69,426 66
Corresponding week, 1862.....	56,811 40
Increase.....	\$12,615 26

The earnings of the Chicago and Alton Railroad for the 2d week of August, 1863, were:

Passengers.....	\$14,300 90
Freight.....	26,860 63
Sundries.....	1,185 34
Total.....	\$42,296 87
Same week last year.....	31,417 18
Increase.....	\$10,879 69

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in August have been.....

1863.....	\$13,709 16
Same week, 1862.....	12,750 51
Increase.....	\$958 65
Total for first 2 weeks in August, 1863.....	\$26,443 91
" " " " 1862.....	27,327 65
Decrease.....	\$883 74

The earnings of the Terre Haute and Alton R. R. for the 1st week of August, were.....

1863.....	\$26,953 39
Same week, 1862.....	18,187 24
Increase.....	\$8,766 15

Commerce of New York.

Value of imports at New York from foreign ports for the month of July:

Entered for consumption.....	\$3,200,663	\$13,799,606	\$9,080,210
Withdrawn from warehouse.....	6,622,454	6,102,033	4,221,265
Free goods.....	2,972,054	1,831,932	683,890
Specie and bullion.....	6,996,498	219,001	182,245
Total entered at the port.....	\$19,791,669	\$21,952,471	\$14,173,600
Entered for warehouses.....	1,769,636	4,502,764	6,067,342
Value of imports at New York from foreign ports, for seven months from January 1st:			
	1861	1862	1863

Value of exports from New York to foreign ports for July:

	1861.	1862.	1863.
Domestic produce.....	\$3,552,789	\$14,050,437	\$15,298,073
Foreign merchandise (free).....	203,325	1,117,193	77,232
Foreign do. (dutyable).....	260,986	440,948	448,601
Specie and bullion.....	11,020	8,067,337	5,268,881
Total exports.....	\$10,028,000	\$23,684,915	\$21,092,787
Total exclusive of specie.....	10,016,980	15,617,578	15,833,906

Value of exports from New York to foreign ports for the seven months from January 1st:

	1861.	1862.	1863.
Domestic produce.....	\$71,030,223	\$73,055,810	\$103,091,261
Foreign merchandise (free).....	1,889,654	1,435,529	633,553
Foreign do. (dutyable).....	3,699,329	3,000,151	3,760,956
Specie and bullion.....	3,260,458	36,043,688	25,900,948
Total exports.....	\$79,879,669	\$113,535,178	\$133,386,718
Exclusive of specie.....	76,618,211	77,491,490	107,485,760

Exports from New York to Foreign Ports of Certain Leading Articles of Domestic Produce for the first seven months of the year:

	1861.	1862.	1863.
Ashes—Pote, bbls.....	8,724	5,869	5,785
" Pearl, bbls.....	1,786	1,263	716
Beeswax, lb.....	183,368	59,549	129,468
Breadstuffs—			
Wheat flour, bbls.....	1,484,599	1,750,733	1,441,220
Rye flour, bbls.....	6,557	5,881	4,079
Corn meal, bbls.....	64,304	97,720	79,894
Wheat, bush.....	11,990,578	9,906,370	8,838,633
Rye, bush.....	257,842	938,467	368,537
Oats, bush.....	142,464	23,433	105,785
Barley, bush.....	1,000	22,128	82,189
Pears, bush.....	98,065	86,079	67,287
Corn, bush.....	5,178,335	7,222,476	6,411,693
Cannisters, boxes.....	50,600	87,183	79,508
Coal, tons.....	15,868	61,318	9,779
Cotton, bales.....	149,360	6,961	9,579
Hay, bales.....	12,613	21,408	14,285
Hops, bales.....	10,299	4,827	18,617
Naval Stores—			
Crude Turpentine, bbls.....	21,565	387	778
Spirits Turpentine.....	18,613	10,029	4,012
Rosin.....	174,618	1,367	6,635
Pitch.....	25,118	619	1,115
Oil, Whale, gallons.....	214,836	\$25,462	253,048
Oil, Sperm, ".....	716,149	379,432	449,710
Oil, Lard.....	68,100	225,722	754,788
Provisions—			
Port, bbls.....	20,222	24,222	10,915
Beef, ".....	61,516	121,414	116,673
Beef, can.....	18,965	18,091	25,117
Cut meats, lb.....	23,918	33,753	33,668
Butter, lb.....	40,224,821	114,628,174	189,029,583
Cheese.....	7,333,567	10,803,847	7,735,694
Lard.....	14,276,864	14,287,010	16,029,115
Rice, can.....	28,927,691	84,678,681	97,434,966
Rice, bbls.....	14,900	377	166
Tallow, lb.....	13,276	4,726	5,887
Tobacco, Crude, pgs.....	14,160,912	22,662,616	25,786,881
Tobacco, Manufactured, lb.....	58,185	58,647	48,553
Whalebone.....	613,746	573,180	1,678,019
Total.....	613,746	573,180	44,563

Receipts of certain articles of Domestic Produce at New York during the first seven months of the year.

	1861.	1862.	1863.
Ashes, bbls.....	12,966	11,618	10,268
Breadstuffs—			
Wheat flour, bbls.....	1,996,902	2,844,366	2,488,606
Rye flour, bbls.....	49,162	172,909	146,071
Corn meal, bbls.....	10,389,672	10,863,103	7,202,784
Wheat, bush.....	382,365	683,712	244,674
Rye.....	1,770,914	1,862,697	4,198,444
Oats.....	851,650	744,236	409,588
Barley.....	97,060	77,684	39,287
Pears.....	6,372,489	6,254,302	8,005,235
Corn.....	240,155	35,997	64,173
Naval Stores—			
Crude Turpentine, bbls.....	32,262	981	1,397
Spirits Turpentine, bbls.....	44,333	6,988	3,222
Rosin, bbls.....	190,785	20,402	9,115
Pitch, bbls.....	48,392	1,771	1,018
Provisions—			
Pork, pkgs.....	72,403	269,567	376,919
Beef.....	19,871	122,327	85,992
Butter.....	66,408	282,446	424,079
Cheese.....	204,278	246,910	176,290
Lard, tes. and bbls.....	177,837	156,774	207,932
Lard, kegs.....	64,072	288,565	359,594
Whiskey, bbls.....	26,168	60,746	33,280
".....	165,332	284,448	152,965

Exports of Breadstuffs from the United States to Great Britain and Ireland since 1st September, 1862:

	1861.	1862.	1863.
New York, Aug. 11.....	1,080,881	1,064	1,064
Philadelphia, ".....	108,063	33	33
Baltimore, ".....	43,407	272,525	272,525
Boston.....	51,658	50	50
Other ports.....	100,091	1,240	1,240
Total, 1862-1863.....	1,365,695	1,147	1,147
Total, 1860-1861.....	2,475,800	1,240	1,240
Decrease.....	1,110,295	93	93
Total, 1860-1861.....	2,181,020	3,431	3,431
" 1862-1863.....	618,740	944	944

The earnings of the Terre Haute and Alton R. R. for the 2d week of August were \$28,896 59
Same week, 1862 19,602 69

Increase \$9,293 90

The earnings of the Chicago and Northwestern Railway for the 2d week in August, 1863, were \$22,653 35
Do., 1862 13,579 96

Increase \$9,073 39

The earnings of the Galena and Chicago Union Railroad for the 2d week of August, 1863, were:
Freight \$22,897 29
Passengers 9,708 27
Mails 1,300 00

Total \$33,905 56
Same week, 1862 25,230 40

Increase \$8,675 16

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad in July was:

LAND DEPARTMENT.

Acres construction lands sold 8,794.23 for \$96,519 47
Acres interest fund lands sold 1,723.05 " 14,770 81
Acres free land sold 4,307.63 " 41,984 21

Total sales during the month of July, 1863, 14,824.91 " \$153,274 49
To which add town lot sales 1,099 55

Total of all \$154,374 04

Acres sold since Jan'y 1, 1863 116,197.18 for \$1,245,470 13
Acres sold previously, net sales 1,198,326.00 " 15,139,473 89

Total 1,314,523 18 " \$16,384,944.02
Construction bonds cancelled previous to July 30, 1863 \$2,473,500 00
Cash collected in July 77,752 34

TRAFFIC DEPARTMENT.

Receipts from passengers \$116,820 40
" freight 197,258 05
" mails 6,358 33
" rent of road 4,000 00
" other sources 7,000 00

Total receipts in July, 1863 \$331,431 78
" 1862 261,078 55

The earnings of the St. Louis, Alton and Terre Haute Railroad for July, 1863, were:

Passengers \$37,662 44
Freight 74,654 74
Mail 1,789 00
Miscellaneous 3,970 63

Total \$118,076 81
July, 1862 67,720 65

Increase \$50,356 16

The earnings of the European and North American Railway for July, 1862 and 1863, have been as follows:

	1863.	1862.
Passengers	\$6,437 48	\$7,750 33
Freight	4,947 19	4,657 03
Mails & sundries	1,376 67	592 51

Total \$12,761 34 \$12,999 87
Decrease, 1863 \$238 53

The earnings of the Grand Trunk Railway of Canada for July, 1863, were \$352,121
July, 1862 309,035

Increase \$43,086

The business of the Cleveland and Mahoning Railroad for July was as follows:

	1862.	1863.
Gross earnings	\$34,745 96	\$47,688 10
Expenses	12,686 26	19,122 56

Net earnings \$22,059 70 \$28,565 54
Increase \$6,505 84

From January 1st to July 31st.

	1862.	1863.
Gross earnings	\$198,301 28	\$257,982 48
Expenses	87,279 44	108,406 00

Net earnings \$111,021 84 \$149,576 48
Increase \$38,554 69

The earnings of the Chicago and Alton Railroad for July, 1863, were:

	1863.	1862.
Passengers	\$54,375 84	\$34,995 61
Freight	103,469 47	61,734 46
Miscellaneous	4,380 34	5,362 67

Total \$162,225 65 \$102,092 74
Increase \$60,132 91

Jan. 1 to July 31, 1863 \$959,143 71
Do. do. 1862 685,897 10

Increase \$273,246 61

In consequence of a change in the contract with the Joliet road, their proportion is included for both years.

The earnings of the Galena and Chicago Union Railroad for July, 1863, were \$141,251 26
July, 1862 190,456 29

Decrease \$49,205 03
Corrected earnings for the previous month, \$212,946 05.

The receipts of the New York and Harlem Railroad for July, 1863, were \$114,090 02
July, 1862 101,857 00

Increase \$12,233 02

The earnings of the Erie Railway for July, 1863, were \$721,889 09
July, 1862 595,024 35

Increase \$126,864 74

The approximate earnings of the Pittsburgh, Ft. Wayne and Chicago Railway Company during the month of July ult., compared with the same period of last year, were as follows, viz:

	1863.	1862.
From freights	\$220,405 26	\$155,557 96
" passengers	107,896 41	74,770 55
" express matter	2,700 00	2,700 00
" mails	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	2,093 45	1,482 17

Total \$348,003 45 \$249,419 01
Increase \$98,584 44

Earnings from Jan. 1 to July 31 \$2,799,842 26 \$1,933,788 63

Increase for 7 months \$866,053 63
Increase for July, 39½ per cent.; increase to July 31, 44¾ per cent.

The earnings of the Michigan Southern and Northern Indiana Railroad for July were:

	1862.	1863.
Passengers	\$61,843	\$87,147
Freight	111,522	93,644
Mails and express	6,750	6,750
Miscellaneous	800	600

Total \$180,915 \$188,141

The increase is thus \$7,225 in July, while in the month of June it was \$55,999.

The earnings of the Hudson River Railroad for July, 1863, were \$190,363 87
" 1862 159,768 83

Increase \$30,595 04

The following is a statement of the earnings of the Indianapolis and Cincinnati Railroad, for July:

Passengers	\$16,908 01
Freight	18,745 31
Mail	925 00
Express	500 50

Total \$37,078 82

The earnings of the Milwaukee and Prairie du Chien Railroad for July, 1863, were \$71,587 38
July, 1862 108,721 51

Decrease \$37,134 13

Total 7 months, 1863 \$566,178 21
" " 1862 689,434 44

Decrease \$73,256 23

The earnings of the Housatonic Railroad for July, 1863, were \$26,971 55
" 1862 24,978 26

Increase \$1,993 29

The earnings of the Cleveland and Toledo Railroad in July, 1863, were \$91,308
July, 1862 69,938

Increase \$21,370

The earnings of the Norwich and Worcester Railroad in July, 1863, were \$41,012 46
Do., 1862 32,495 54

Increase \$8,516 92

The earnings of the Toledo and Wabash Railway for July, 1863, were \$115,214 03
July, 1862 105,753 97

Increase \$9,460 06

The earnings of the Cleveland and Pittsburgh Railroad for July, 1863, are estimated as follows:

From Freight	\$105,000 00
" Passengers	71,000 00
" Mails	1,798 00
" Express	2,850 00

Total \$180,648 00
July, 1862 129,055 00

Increase \$51,593 00

The earnings of the Long Island Railroad Company for July, 1863, were:

	1862.	1863.
Passengers	\$20,506 79	\$29,316 23
Freight	8,436 54	10,400 00

Total \$28,943 33 \$39,716 23

Increase \$10,772 90

The business of the Philadelphia and Reading Railroad Company for the month of July, 1862 and 1863, has been as follows:

	1863.	1862.
Received from coal	\$340,089 24	\$306,900 72
Do. merchandise	45,674 80	39,675 11
Do. travel, etc.	66,120 53	42,148 86

Total \$451,884 57 \$388,724 69

Transportation, roadway, dumpage, renewal fund, and all charges 232,405 04 176,732 65

Net profit for the month \$219,479 53 \$211,992 04
Do. previous 7 mos. 1,360,760 84 826,572 14

Total net profit for 8 months \$1,580,230 37 \$1,038,564 18

FEDERAL, STATE, COUNTY, AND CITY SECURITIES.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
UNITED STATES LOANS.					Pennsylvania—Coupon Bonds (1st January, 1862)				
Registered Bonds Under Act 28th June, 1847	\$9,415,250	6	1867	108	— Inscribed Certificates	37,687,700	5	'61-'82	108
Registered Bonds Under Act 31st December, 1848	8,908,842	6	1868	106	— " " "	400,630	6	'61-'82	100
Coupon Bonds (Texas Indemnity), Under Act 9th Sept., 1850	3,461,000	6	1868	103	— " " "	888,200	6	'61-'82	108
Registered Bonds Under Act 14th June, 1858	20,000,000	6	1874	95	— " " "	100,000	4	'61-'82	100
Coupon Bonds Under Act 22d June, 1860	7,022,000	6	1874	99	— War Loan (15 May, 1861)	2,612,150	6	'61-'82	100
Coupon Bonds (Oregon War Debt), Under Act June, 1861	1,028,000	6	1871	98	— Inscribed Certificates	1,708,017	6	'61-'82	100
Registered Bonds Under Acts 8th Feb. and 17th July, 1861	60,417,000	6	1881	106	— Coupon Bonds (sterling)	484,444	6	'61-'82	100
Treasury Bonds (coupon) Under Acts 17 J'y & 5 Aug '61	189,998,000	7.3	1864	107	— " (R. R.)	1,310,000	6	'61-'82	100
Treasury Bonds (coupon) Under Act 25th February, 1862; re-	25,050,850	6	1882	101	— " " "	1,125,000	6	'61-'82	100
Coupon Bonds... deemed at pleasure after 5 years...		6	1882	101	— War Loan (1861)	12,193,000	6	'61-'82	100
Treasury Notes.					Vermont—Inscribed Certificates				
Under Act 26 June, '60, and 5 Feb. and 2 March, '61	2,750,350	6	2 yrs		— War Loan (1861)	175,000	6	'61-'82	100
Under Act 2 Mar. '61, and 17 Mar. '62; convert into 20	14,913,316	—	Dem.		— Inscribed Certificates	404,000	6	'61-'82	100
Under Act 17 Ju. & 5 Aug '61 & 17 Mar. '62; y'r b'ds due '81	222,108,000	—	10 d's		— " (Sinking Fund)	18,264,642	6	'61-'82	100
Under Act 25 Feb. 1862, conv. into 6 per ct. bonds due '82	80,235,646	—	10 d's		— " (Sinking Fund)	12,624,500	6	'61-'82	100
Certificates of Deposit, under Act 26 Feb. & 17 March, 1862	110,000,342	6	1 year	101	— " (sterling)	1,865,000	6	'61-'82	100
Certificates of Indebtedness, under Act 10 & 17 Mar. 1862		6	1 year	101	— " (R. R.)	1,000,000	6	'61-'82	100
[N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except those of 1862 which are not usable for customs) payable for all public dues to the United States.]					Wisconsin—Inscribed Certificates				
STATE LOANS.					— War Loan: Coupon B'ds (\$100, \$500, and \$1,000)	1,000,000	6	'61-'82	100
Alabama—Coupon Bonds	3,423,000	5	1877		CITY LOANS.				
Arkansas—Coupon Bonds	1,471,000	6	1868		Albany—Coupon Bonds (municipal)	150,000	5	'64-'74	
California—Sinking Fund Coupon (Civil) Bonds	3,824,000	7	1881	114	— " " "	235,000	6	'62-'74	
— " " " (War)	292,242	7	1881	112	— " " (Alb. Northern R. R.)	300,000	6	'62-'74	
Connecticut—Coupon War Bonds of 1861	2,000,000	6	1881	112	— " " (S. F.) Bonds (Water Works)	850,000	6	'70-'81	
Georgia—Coupon Bonds	625,000	7	'62-'74	112	— " " (Western R. R.)	1,000,000	6	'60-'76	
Illinois—Liquidation Bonds of 1849	2,075,750	6	'63-'80	84	Alleghany—Coupon (S. F.) Bonds	400,000	4	1886	47
— " Internal Improvement Certificates of 1837	250,890	6	1865	101	Baltimore—Inscribed Certificates	1,000,000	6	1878	109
— " Interest Bonds: new Int. Improvement Stock	2,048,857	6	1870	106	— " (Balt. & Ohio R. R.)	5,000,000	6	1878	112
— " Interest Bonds: new Int. Improvement Stock	1,882,968	6	1877	107	— " (Water Works)	3,400,000	6	1875	108
— " Interest Bonds: new Int. Improvement Stock	786,223	6	1869	105	— " (Bank Stock)	558,966	6	1870	106
— " New Refunded Stock of 1859	1,792,000	6	'60-'77	107	— " (Improvement Stock)	4,963,215	6	1890	106
— " University Fund Interest Bonds of 1861	650,000	6	1879	99	Boston—Coupon (S. F.) Bonds (Municipal)	3,186,120	5	Var.	109
— " War Fund Bonds of 1861	2,000,000	6	1879	103	— " Coupon Bonds (Water)	6,228,787	5	Var.	113
— " Illinois and Michigan Canal Stock, registered	2,224,764	6	1870	101	Chicago—Coupon Bonds (Municipal)	860,000	6	18	113
— " " " not registered	1,525,355	6	1860	98	— " " " (Sewerage)	609,000	7	1872	100
Indiana—Inscribed Certificates (State)	5,322,000	5	18	80	— " " " (Water Works)	822,000	7	1884	115
— " Canal Preferred Certificates	2,054,298	2 1/2	18	65	— " " " (Water Works)	1,133,000	7	1882	114
— " (special) Certificates	4,079,500	5	18		— " " " (Sewerage)	822,000	7	1884	115
— " Deferred Certificates (State)	1,216,737	5	18		— " " " (Water Works)	1,133,000	7	1882	114
— " Deferred (special) Certificates (State)	1,242,500	5	18		New York—Public Building Stock, No. 3	250,000	5	1868	104
— " Coupon (War Fund) Bonds S. F.	479,076	5	18		— " Tompkin's Market Stock	162,000	5	1873	
Iowa—Inscribed Certificates	1,334,000	6	1881	99	— " Central Park Fund Stock	3,058,000	6	1887	
— " War Loan: Coupon Bonds	200,000	7	1868		— " " " Improvement Fund Stock	720,000	5	1898	
— " War Loan: Coupon Bonds	800,000	7	1876		— " " " " "	3,500,000	6	1876	
Kentucky—Coupon Bonds (State)	4,879,244	6	'68-'72	106	— " " " " "	2,140,000	5	1887	
— " (banks)	600,000	5	18		— " " " " "	150,000	5	1873	
— " War Debt (loan from banks)	1,515,000	5	1861		— " " " " "	2,320,000	5	1878	
— " Coupon Bonds (State)	2,064,300	6	Var.	72	— " " " " "	1,000,000	6	1864	
— " " (bank)	5,293,533	6	Var.		Pittsburg, Pa.—Coupon Bonds (R. R.)	1,800,000	6	'69-'83	100
— " " (railroads)	2,447,000	6	Var.		St. Louis, Mo.—Coupon Bonds (R. R.)	1,599,000	6	'71-'76	95
Louisiana—War Debt: Bank Loans	670,000	6	Var.		— " (Municipal)	1,136,200	6	'61-'80	90
Maine—Coupon Bonds	690,000	6	'63-'77	112	San Francisco, Cal.—Coupon (S. F.) Bonds (Municipal)	1,364,300	10	1871	
— " War Loan of 1861	800,000	6	1871	112	— " " (Fire)	174,600	10	1866	
Maryland—Inscribed Certificates	5,964,251	6	Var.	113	— " " (Municipal)	329,000	6	1875	
— " (sterling)	8,867,222	6	Var.	99	— " " (City and County)	1,134,500	6	1888	
— " War Loan of 1862	2,500,000	6	1881	104	Troy, N. Y.—Coupon Bonds (Union Railroad)	500,000	6	1863	
— " Coupon Bonds		6	1870	117	— " " " "	180,000	6	1867	
Massachusetts—Inscribed Certificates (Public Buildings)	1,289,000	6	1870	117	COUNTY LOANS.				
— " " " of 1861 (funding)	53,000	6	'61-'72	116	Alleghany, Pa.—Coupon Bonds (R. R.)	2,300,000	6	Var.	70
— " " " of 1861	247,000	6	'63-'72	117	Athens, O.—Coupon Bonds (R. R.)	200,000	6	1874	
— " Union Fund Loan of 1861	2,217,500	5	'71-'76	121	Brimont, O.—Coupon Bonds	78,000	7	1862	
— " Inscribed Certificates (loans to R. R. Co's)	5,824,435	5	Var.		Clinton, O.—Coupon Bonds	201,417	6	18	
Michigan—Coupon Bonds	2,004,499	6	1863	101	Jefferson, O.—Coupon Bonds	285,000	7	18	
— " War Loan: Coupon Bonds 1861	216,000	6	1878	100	Muskingum, O.—Coupon Bonds	564,000	7	18	
Minnesota—Coupon Bonds (State)	555,500	7	1881	106	New York, N. Y.—County Court House Stock	260,000	6	'75-'78	
— " " (loans to Railroad Companies)	2,275,000	8	1867	104	Pickaway, O.—Coupon Bonds	201,000	7	18	
— " War Loan of 1861	75,000	7	1883		Rosa, O.—Coupon Bonds	343,880	7	18	
Mississippi—Coupon Bonds	2,000,000	6	'41-'71	56	Scioto, O.—Coupon Bonds	110,000	7	18	
Missouri—Coupon Bonds	431,000	6	'63-'83	71	Washington, O.—Coupon Bonds	200,000	7	1868	
— " " (loans to Railroads)	100,000	6	1862	70	CANAL LOANS.				
— " War Loan 1861	25,800,000	6	'72-'86	87	Chesapeake & Delaware: 1st Mortgage Coupon Bonds	2,657,343	6	1886	96
New Jersey—Inscribed Certificates	725,000	6	Var.	112	Delaware Division: 1st Mortgage Coupon Bonds	800,000	6	1878	103
— " War Loan of 1861	164,750	6	'65-'71	103	Delaware & Hudson: Coupon (S. F.) Bonds	1,500,000	7	'63-'65	107
New York—Certificates	631,830	6	'61-'62	108	Erie of Pennsylvania: 1st Mortgage Coupon Bonds	752,000	7	1865	
— " " State Loan	\$6,756,654	6	'64-'65	108	— " Interest Certificates	161,990	5	1865	
— " " Railroad Loan	339,000	6	'65-'66	112	Illinois & Michigan: State Stock Registered	2,224,764	6	1861	100
— " " Canal Debt—(old)	9,739,025	6	'72-'75	121	Lehigh Coal & Navigation: 1st Mortgage Coupon Bonds	829,172	6	1870	109
— " " " (new)	13,200,000	5 1/2	1865		— " Unsecured Bonds	2,773,726	6	'63-'65	
— " " " (misc.)	642,585	5 1/2	'66-'74	110	Monongahela Navigation: Mortgage Bonds	182,000	6	1870	
— " " " (floating)	2,500,000	5	1863	103	Morris: 1st Mortgage Coupon Bonds	665,260	6	1876	110
— " War Loan of 1861		4 1/2	1864		North Branch: 1st Mortgage Coupon Bonds	680,000	6	1876	59
North Carolina—Coupon Bonds	9,129,555	6	1870	120	Schuylkill Navigation: 1st Mortgage Coupon Bonds	1,764,350	6	1872	100
Ohio—Inscribed Certificates	4,095,309	6	1881	109	— " " " Improvement	3,980,670	6	1882	82
— " " " "	1,015,000	5	1865	102	Susquehanna & Tide-Water: State (Md.) Bonds, Sterling	1,000,000	6	1876	67
— " " " "	2,183,531	6	1870	108	— " " " 2d Mortgage Bonds, Coupon	993,000	6	1878	65
— " " " "	1,000,000	6	1875	109	— " " " Preferred Interest Bonds	227,569	6	1864	25
— " " " "	2,400,000	6	1886	106	Union, Pa.: 1st Mortgage Coupon Bonds	2,500,000	6	1883	26
— " " " "	680,835	6	1865		West Branch & Susquehanna: 1st Mort. (S. F.) Coupon B'ds	450,000	6	1878	106
— " " " "	1,603,906	6	1880	105	Wyoming: 1st Mortgage Coupon Bonds	887,000	6	1878	94
— " War Loan (1861)	1,212,089	6	1888		PREFERRED AND GUARANTEED RAILROAD STOCKS.				
					Catawissa, Preferred	2,000,000	7		24
					Chicago and Alton, Preferred	2,464,336	7		53
					Elmira & Williamsport, Preferred	600,000	7		53
					Erie Preferred	8,535,700	8		110
					Housatonic Preferred	1,180,000	8		74
					Marquette & Cincinnati, 1st preferred	4,198,492	8		56
					— " " 2d	3,123,914	8		26
					Michigan Southern & Northern Indiana, guaranteed	2,693,000	8		135
					Minwaukee & Prairie du Chien, 1st preferred	1,051,000	8		108
					— " " 2d	1,014,000	7		89
					New York & Harlem, Preferred	1,500,000	7		168
					Philadelphia & Reading, Preferred	1,561,800	7		85
					St. Louis, Alton & Terre Haute, Preferred	1,700,000	7		85
					Toledo & Wabash, Preferred	926,200	7		85

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Buffalo, New York and Erie:													
1861.....	36,633	37,426	49,194	58,881	56,174	45,993	46,417	43,516	51,212	73,432	79,409	78,783	657,070
1862.....	67,862	56,876	78,295	74,056	67,589	62,167	59,523	51,429	74,034	83,324	84,322	91,398	850,845
1863.....	100,183	81,130	100,376	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Burlington and Quincy:													
1860.....	104,802	111,889	159,183	178,465	229,081	163,813	154,723	230,022	225,896	241,964	158,566	117,007	2,075,300
1861.....	149,068	115,525	158,007	131,814	169,100	149,186	169,465	188,478	224,225	226,009	210,494	179,625	2,070,996
1862.....	187,772	110,054	151,170	169,056	182,585	225,082	220,211	212,812	270,816	304,943	252,934	229,789	2,557,224
1863.....	242,729	204,537	290,369	306,697	329,000	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1860.....	55,734	55,123	74,690	63,995	86,211	70,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861.....	81,551	75,021	78,261	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862.....	73,169	95,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863.....	96,306	107,443	106,816	127,205	140,107	154,617	162,226	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1859.....	60,658	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860.....	72,834	64,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861.....	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862.....	120,776	90,607	76,676	76,459	102,353	138,373	119,947	117,086	146,268	161,503	138,795	135,595	1,423,438
1863.....	140,024	139,225	122,612	122,255	144,995	166,603	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1859.....	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860.....	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861.....	48,325	48,651	59,920	60,410	84,891	83,229	76,897	69,527	87,107	105,146	81,296	55,199	855,658
1862.....	46,005	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,077
1863.....	69,691	81,100	92,483	100,904	107,866	124,283	.....	.....	.....	.....	.....	.....	.....
Cleveland, Columbus and Cincinnati:													
1859.....	73,072	72,739	91,520	80,025	82,835	83,397	76,759	92,652	97,614	92,073	90,568	84,926	1,018,900
1860.....	69,287	70,724	83,965	79,701	85,990	84,956	94,820	118,539	119,487	107,672	86,879	71,402	1,073,422
1861.....	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	155,050	140,561	164,916	1,265,004
1862.....	135,850	110,836	103,352	115,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,693	1,716,843
1863.....	166,687	152,435	156,000	185,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland and Toledo:													
1859.....	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,230
1860.....	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,460	889,499
1861.....	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,286	84,640	98,528	88,401	105,535	955,959
1862.....	106,293	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,576	1,107,544
1863.....	145,916	146,839	165,780	121,273	100,225	100,085	91,308	.....	.....	.....	.....	.....	.....
Erie:													
1859.....	376,257	328,047	461,495	557,985	473,396	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,992
1860.....	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	465,235	465,959	536,808	414,764	4,651,049
1861.....	354,000	345,000	433,311	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424	.....
1862.....	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1863.....	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1864.....	839,453	829,734	946,041	938,453	838,867	760,868	721,889	.....	.....	.....	.....	.....	.....
Galena and Chicago:													
1859.....	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,569,441
1860.....	60,653	62,698	80,793	63,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861.....	97,253	76,859	101,600	103,795	166,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,727,396
1862.....	109,867	105,424	74,546	90,180	158,194	225,048	190,456	129,019	188,370	208,575	169,530	143,532	1,777,541
1863.....	132,517	121,161	129,226	130,601	172,343	212,946	141,251	.....	.....	.....	.....	.....	.....
Hudson River:													
1859.....	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,073	1,938,434
1860.....	212,714	209,422	161,047	134,606	166,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1861.....	223,157	203,343	167,560	139,751	150,809	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862.....	307,330	281,568	308,963	202,346	192,442	151,427	169,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863.....	458,953	425,047	366,802	270,676	241,771	202,392	190,364	.....	.....	.....	.....	.....	.....
Illinois Central:													
1859.....	132,936	134,811	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,129,066
1860.....	185,257	185,926	209,994	183,758	219,890	188,000	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861.....	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,963	289,862	284,020	243,249	224,401	2,899,612
1862.....	190,130	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	346,827	.....
1863.....	267,061	269,198	265,773	267,643	314,166	397,729	331,432	.....	.....	.....	.....	.....	.....
La Crosse and Milwaukee:													
1859.....	32,584	36,070	44,229	50,532	69,024	50,780	35,426	52,570	89,847	147,192	95,816	50,866	750,476
1860.....	53,898	45,689	52,159	67,245	113,472	108,003	84,287	76,319	112,485	171,053	116,936	69,276	1,070,822
1861.....	61,055	54,786	43,912	48,766	125,999	111,766	91,459	68,673	137,187	164,900	122,863	63,771	1,095,046
1862.....	75,063	66,686	50,171	107,754	147,409	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1859.....	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,791	163,615	90,900	44,895	799,841
1860.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1861.....	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,836	1,163,734
1862.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1859.....	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	178,870	218,465	196,405	152,172	1,754,819
1860.....	131,467	119,833	106,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,596
1861.....	140,925	116,984	153,170	170,362	161,391	126,558	178,773	235,690	270,181	231,265	202,089	134,972	2,189,077
1862.....	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	270,109	325,018	304,084	279,539	2,647,833
1863.....	245,784	230,608	254,205	297,698	263,981	237,982	188,141	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859.....	101,386	102,959	151,864	143,143	127,145	119,770	108,803	180,366	210,837	226,077	181,617	132,949	1,756,416
1860.....	110,712	107,749	160,311	165,741	155,510	125,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861.....	142,334	119,764	151,671	172,614	149,550	135,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1862.....	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,7

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interests "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	106
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	101 1/2
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,000,000	7	"	"	1885	83 1/2
2d Mortgage	225,705	8			1864		Bonds issued for coupons of do.	750,000	7	May & Nov.	"	1883	100
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	70
1st Mortgage	600,000	7	March & Sept.	New York.	1867		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99 1/2
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	1885	95
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'78		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Androscooggin and Kenebec							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	468,600	6	June & Dec.	Portland	'61-'64	70	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
\$1,100,000 Loan	534,100	6	"	Waterv.	1890	79	2d Mortgage	950,000	7	May & Nov.	"	1880	110
Stock, convert. (Coupon)	710,000	6			'63-'66		*Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	674,000	7	Feb. & Aug.			
Ohio " 1st Mortgage	4,000,000	7	"	"	1875	77	3d Mortgage	158,000	7				
N. York " 1st Mortgage	1,000,000	7	"	"	1879	80	Income	250,500	7				
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7				
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	97	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	106
City of Portland Loan (Coups.)	1,000,000	6	Various	N.Y., P. & Bos.	'69-'70		2d Mortgage	244,200	7	March & Sept.		1864	100
Baltimore and Ohio:							3d Mortgage	688,200	8	"		1876	
Maryland Sterling Bds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev., Painesville and Ashtabula:						
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	105	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92 1/2
" " " 1850.	700,000	6	Jan. & July.	"	1880	102 1/2	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	105	Dividend Mortgage	900,000	7			1880	
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	101	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110 1/2	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102 1/2
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	108
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1866	101 1/2	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	101
2d Mortgage	164,000	7	"	"	1870		4th Mort. (M. L.) or 3d Extension	1,059,028	6	"	"	1886	82
Belvidere Delaware:							River Line Bonds	20,000	7			1887	
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev., Columbus and Cin.:						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							1st Mortgage	284,000	7	April & Oct.	New York.	1867	101 1/2
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1860	100 1/2	2d Mortgage	164,000	7	June & Dec.	"	1872	101 1/2
2d Mortgage	300,000	7	"	New York.	1890	102 1/2	3d Mortgage	459,000	7	Feb. & Aug.	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		4th Mortgage	176,500	7	"	"	1863	75
2d Mortgage Coupons	250,000	7	"	New York.	1870		C. and T. Income Mortgage	60,150	7	March & Sept.	"	1863	75
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
Boston and Lowell:							C. and T. Income (convertible)	169,000	7	"	"	1864	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	112	C. and T. Dividend (convert.)	123,410	7	April & Oct.	New York.	1875	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105	C. and T. Income Mortgage	2,677,000	7	Jan. & July.	"	1885	110
2d Mortgage coupon	428,714	7	May & Nov.	"	1872	103 1/2	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	107	Connecticut River:						
Income \$ in '99, \$ in '73			"	"	var.		1st Mortgage	250,000	6	March & Sept.	Boston.	1878	
Unsecured	200,000	7	"	"	1864		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101 1/2
Burlington and Missouri:							Cumberland Valley:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.			1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Cairo and Fulton (Mo.):							2d Mortgage	109,500	8	"	"	1904	
State (Mo.) Loan	650,000	6			'78-'79		Dayton and Michigan:						
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
English debt (S. F.) £453,093.	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,503,000	8	"	"	1881	100
Converted Sterling Loan	795,200	6	"	"	1863		Dayton and Western:						
American Loan	762,000	6	"	New York.	1864	104	1st Mortgage	289,000	7	March & Sept.	New York.	1862	50
Extra Dividend Loan	334,458	6	"	"	1864		2d Mortgage	250,000	7	June & Dec.	"		40
Loan for \$500,000	500,000	6	"	"	1867		Delaware:						
" " \$800,000	790,600	6	"	"	1870	104	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
" " \$875,000	675,000	6	"	"	1875	104	Guaranteed	100,000	6	"	"	1875	103
" " \$1,700,000	1,700,000	6	"	"	1883	102 1/2	State Loan	170,000	6	"	"	1876	
" " \$2,500,000	867,000	6	"	"	1889	108	Delaware, Lackawanna and W'n:						
Consolid. Mort. Loan \$5,000,000							1st Mortgage (Lack. & Western)	900,000		April & Oct.	New York.	1871	110
Camden and Atlantic:							1st Mortgage (E. Extension)	1,499,000		"	"	1875	103 1/2
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500		March & Sept.	"	1881	113
Ontario:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of Georgia:							4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Mortgage	86,067	7			1863		Dubuque and Pacific:						
Central of New Jersey:							New Construction	800,000					
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	108 1/2	Dubuque Western:						
2d Mortgage	600,000	7	May & Nov.	"	1875		1st Mortgage	344,000	†				
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	114	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94 1/2	2d Mortgage (convertible)	710,000	5	Jan. & July.	London.	'62-'72	96
2d Mortgage	800,000	7	June & Dec.	New York.	1865	103 1/2	3d Mortgage (convertible)	450,000	6	Feb. & Aug.	Boston.	1874	107
3d Mortgage (S. F.)	950,000	7	"	"	1885	60	1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	var.	
4th Mortgage (S. F.)	1,365,800	7	"	"	1876	40	East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	105	State, 1st Lien	1,602,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tenn.	200,000					
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	116	1st Mortgage (after State)	100,000					
" " " " " " " "	3,034,000	8	"	"	1883	115	Redeemable in Stock	66,950					
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, convertible	935,500	4 1/2	July.	Frankfort, M.	1890		1st Mortgage	757,734	†			var.	
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Central Military Tract, 1st Mort.	106,000	7	"	"	1864		Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	'61-'70	
" " " " " " " "	83,000	8	May & Nov.	"	1868		Florida:						
" " " " " " " "	28,000	8	March & Sept.	"	1876		Internal Improvement (State)	1,655,000	7			1891	
Chicago and Alton:							Free Land, 2d Mortgage	1,500,000	8			1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	104	Florida and Alabama:						
1st Mortgage pref. S. F.	800,000	7	April & Oct.	"	1877		Internal Improvement (State)		7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	97	Free Land, 2d Mortgage		8			1891	
Chicago and Milwaukee:							Florida, Atlantic and Gulf Centr.						
1st Mortgage (convertible)	700,000	7	May & Nov.	New York.	1874	99 1/2	Internal Improvement (State)	300,000	7			1891	
Real Estate	188,864	7			1868		Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	62-63	103	State [Tenn.] Loan	1,340,000	6				
1st Mortgage (Extended)	871,000	7	"	"	1892	110	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	"	1875	104	1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	98
Great Western, Ill.:							1st Mortgage S. F. (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	110	1st Mortgage (convert.) Dollar	2,598,000	8	"	N. Y. & Boston	1869	115
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	100	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	"	1882	120
Hannibal and St. Joseph:							Mich. Southern and N. Indiana:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	80	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Land Security	5,000,000	7	April & Oct.	"	1891	77	Northern Indiana, 1st	42,000	7	Feb. & Aug.	"	1861	107
Convertible Bonds	1,360,000	7	Jan. & July.	"	1883		Erie and Kalamazoo	103,000	7	March & Sept.	"	1862	
2d Mortgage	1,200,000	7	April & Oct.	"	1889	45	Michigan Southern, conv.	16,000	7	"	"	1863	85
Harrisburg and Lancaster:							Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1863	81
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112	Jackson Branch	81,000	7	"	"	1865	88
Hartford and New Haven:							Goshen Air Line	701,000	7	"	"	1865	102
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	812,000	7	"	"	1876	106
Housatonic:							1st General Mortgage (S. F.)	6,073,000	7	May & Nov.	"	1885	110
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		2d General Mortgage	2,656,500	7	"	"	1877	106
Houston and Texas Central:							*Milwaukee and Beloit:						
State (1st Lien) Loan	210,000						1st Mortgage	630,000	8				
Mortgage	125,000	7			1866		Milwaukee and Chicago:						
Hudson River:							1st Mortgage	400,000	8	Jan. & July.	New York.		103
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	115	2d Mortgage	200,000	8	"	"		
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1883	119	*Milwaukee and Horicon:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	123	1st Mortgage	420,000	8				10
Convertible	1,002,000	7	"	"	1867	105	2d Mortgage	600,000	8				
Illinois Central:							Milwaukee and Prairie du Chien:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	115	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	104
Construction	11,619,500	7	April & Oct.	London.	1875		Minnesota and Pacific:						
Construction	3,104,000	6	"	New York.	1875	115	Real Estate	1,200,000	7	Jan. & July.		1892	
Eight per cent. bonds	304,000	8	March & Sept.	"	1865		1st Mortgage	350,000	7	"	"	1883	
Indiana Central:							Mississippi Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		1st Mortgage	1,007,363	7				
2d Mortgage	364,000	10	"	"		110	Mississippi Central and Tenn.:						
Income	20,500						State (Tenn.) Loan	529,000	6				
Indianapolis and Cincinnati:							Mississippi and Missouri:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1866	110	1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage	400,000	7	"	"	1862	100	2d Mortgage (S. F.)	400,000	8		"		
Real Estate Mortgage	200,000	7	"	"	1858	68	Oakalosa Division	500,000	7		"		
Ind., Pittsburg and Cleveland:							1st Land Grant	2,000,000	7		"		53
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		2d Land Grant	700,000			"		
2d Mortgage	314,000	7	"	"			Mississippi and Tennessee:						
Indianapolis and Madison:							Tennessee State Loan	98,000	6			1885	
Mortgage	685,000	7	May & Nov.	New York.	1881	83	Mississippi State Loan	202,709	6				
Jeffersonville:							1st Mortgage	171,000	7			1876	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Mobile and Ohio:						
2d Mortgage	392,000	7	April & Oct.	"	1873	70	City (Mobile) Tax Loan	400,000	6				
*Kennebec and Portland:							Tennessee State Loan	674,860	6				
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Alabama State Loan	389,410	6				
2d Mortgage	230,000	6	"	Augusta.	1861		Income	1,508,070	8	Jan. & July.	New York.	61-67	
3d Mortgage	250,000	6	"	"	1862		Sterling	678,035	6		"	1883	
*Kentucky Centr. (Cov. and Lex.)							Mississippi State Loan	200,970	6				
1st Mortgage	160,000	6					Montgomery and West Point:						
2d Mortgage	200,000	7					Alabama State Loan	122,622					
3d Mortgage (convertible)	1,000,000	7					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
4d Mortgage	600,000	7					Mortgage	450,000	8			1866	
Guaranteed by Covington	200,000	6					Muscogee:						
Cincinnati (exchanged)	100,000	6					1st Mortgage	249,000	7				
Keokuk, Ft. D. Moines and Minn.:							Nashville and Chattanooga:						
City of Keokuk, 20 years	400,000	8					Mortgage (State endorsed)	1,500,000					
City of Keokuk, (special tax)	150,000	10					Chat. and Clev. Subsc. (endorsa.)	231,000					
Lee County, 20 years	150,000	8					*New Albany and Salem:						
Keokuk, Mt. Pleasant and Muscat.							Crawfordsville	175,000	7				
Lee County	150,000	8					1st Mortgage	500,000	10				
City of Keokuk	200,000	8					1st Mortgage	2,235,000	6				
Henry and Louisa Company's	50,000	8					N. Hav., N. Lond. and Ston'ton:						
Lehigh Valley:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	1,405,000	6	May & Nov.	Philadelphia.	1873	112	2d Mortgage	200,000	6	Jan. & July.	"	1869	
La Crosse and Milwaukee:							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89	New Haven and Northampton:						
2d Mortgage (Eastern Div.)	1,000,000	7	"	"			1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.		44	New Jersey:						
2d Land Grant (Western Div.)	353,600	7	"	"		44	Company's (various)	658,000		Semi-annually.	New York.	var.	102
3d Mortgage (whole road)	1,700,000	7	"	"			New London Northern:						
Farm Mortgage	1,087,700	7	"	"			1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Unsecured Bonds	1,785,000	7	"	"			N. Orleans, Jackson and Gt. North:						
Lexington and Frankfort:							State (Miss.) Loan	255,000	5			63-74	
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	64-74		1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Little Miami:							N. Orleans, Opelousa, and Gt. West:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	Louisiana State Loan	641,000	6				
Long Island:							New Orleans City Subscription	1,500,000	5				
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	102	1st Mortgage (S. F.)	666,000	8			1880	
Extension Bonds	175,000	7	May & Nov.	"	1890	106	New York Central:						
Louisville and Frankfort:							Premium (S. F.) Bonds	7,250,000	6	May & Nov.	New York.	1883	107
Louisville Loan	100,000		Jan. & July.	New York.	1881		Funding (S. F.) Bonds	1,498,000	7	Feb. & Aug.	"	1876	115
1st Mortgage	223,000		"	"	63-78		Stock Exchange (S. F.) Bonds	663,000	6	May & Nov.	"	1883	102
Louisville and Nashville:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	106
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	88-92		Real Estate Bonds	252,975	6	"	"	1883	102
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		Bonds of June, 1864	3,000,000	7	June & Dec.	"	1864	102
Lebanon Branch 1st Mortgage	400,000	7	"	"	var.		Convertible Bonds	990,000	7	Feb. & Aug.	"	1876	130
Memphis Branch 1st Mortgage	300,000	7	"	"	var.		B. and N. F. R. R. (S. F.) Bonds	79,500	6	May & Nov.	"	1883	104
McMinnville and Manchester:							New York and Erie:						
State (Tenn.)	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	"	1879	114
Mortgage	10,000	6					3d Mortgage	6,000,000	7	"	"	1883	114
Marietta and Cincinnati:							4th Mortgage	5,100,000	7	April & Oct.	"	1890	109
Mortgage Bonds	239,410	7	Feb. & Aug.	New York.	1861	90	5th Mortgage	1,791,500	7	June & Dec.	"	1888	108
Memphis and Charleston:							Buffalo Branch	200,000	7	Jan. & July.	"	1891	
State (Tenn.) Loan	1,100,000	6			1880		New York and Harlem:						
1st Mortgage	1,600,000	7					1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
Memphis, Clarksville and Louisv.:							2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	101
State (Tenn.) Loan	910,000	6					3d Mortgage	980,300	7	Jan. & July.	"	1867	100
							New York and New Haven:						
							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	111
							Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	"	1875	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$276,400	6	Feb. & Aug.	New York.	1863		1st Mortgage (Eastern Division)	\$630,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (Irredeemable)	1,500,000	6		"			Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870		Sterling (\$267,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877		Coupon	159,000				1875	
N. C. Contract, 3d Mort.	300,000	6	Jan. Ap. Ju. Oc.	"	1875		Rutland and Burlington:						
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	102	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	71
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	19
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	100	3d Mortgage	440,000	7	"	"	1863	5
2d Mortgage	3,077,000	7	"	"	1861	28 1/2	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	80	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	95	1st Mortgage	80,550	10			1856	
Chattel Mortgage	300,000	10	"	"	1887	129	2d Mortgage	997,000	7			1866	
Northern (N. H.):							3d Mortgage	1,000,000	7			1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	105 1/2	Sandusky, Mansfield and Newark:						
Norwich and Worcester:							1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		Saratoga and Whitehall:						
Bonds for Dividend Scrip	100,000	7	"	New York.	'64-'74		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	
Steamboat Bonds	300,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1856	
Ohio and Mississippi (O. and Ind.):							Seaboard and Roanoke:						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872		1st Mortgage	300,000	7			1880	
2d Mortgage	258,000	7	April & Oct.	"	1880		2d Mortgage	75,000	7			1870	
Construction	4,242,000	7	March & Sept.	"	1876	17	Dividend Bonds	123,083	7			1873	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	185,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	90	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"			1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"		55	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Steuens and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	109	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,421,000	6	April & Oct.	"	1875	106 1/2	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,126,400	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.		90
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105 1/2	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mort. (Coupon)	800,000	6	April & Oct.	Boston.	'74-'75		Sunbury and Erie:						
2d Mort. (Coupon)	250,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to Wm'spt)	1,000,000	7	April & Oct.	Philadelphia.	1877	103
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.:						
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		St. Louis, Alton and Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	103
State (Va.) Loan (S. F.)	800,000	7					" " (series B)	1,100,000	7	April & Oct.	"	1894	101
1st Mortgage (1859-'70-'75)	365,000	6			var.		2d " " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	92 1/2
3d Mortgage (1862-'70-'73)	378,000	6			var.		" " (series D)	1,400,000	7	May & Nov.	"	1894	91
Special Mortgage (1865-'68)	175,000	6			var.		" " Income (series E)	1,700,000	7	"	"	1894	88
Last Mortgage (1861 to 1869)	183,500	8			var.		Tennessee and Alabama:						
Phila. German'n and Norris'n:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1865	119	1st Mortgage (convertible)	171,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	101
" 1836	192,000	5	"	"	1860	103	1st M. (L. R. Wab. and St. Louis)	2,500,000	7	"	"	1865	101
" 1849	3,084,800	6	April & Oct.	"	1870	106 1/2	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1875	99
" 1861	273,000	6	Jan. & July.	"	1871	109	2d M. (Wabash and Western)	1,500,000	7	"	"	1875	99
" 1843	1,531,300	6	"	"	1880	107	Interest Bonds	245,700	7				94
" 1844 (convertible)	863,000	6	"	"	1880	110	Vermont Central:						
" 1845	124,000	6	"	"	1880	110	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
" 1840	83,000	6	"	"	1880	110	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	25 1/2
" 1837	3,417,000	6	"	"	1886	123	Virginia Central:						
" 1856	1,470,000	7	"	"	1886	102 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	85
Phila. Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd & New York.	1872	82 1/2
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	143 1/2	Mortgage (coupons)	926,000	6	"	"	1884	81 1/2
Improvement	85,500	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellville							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage	500,000	6	"	New York.	1872	85
Pittsb'g, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106	Balt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	80 1/2
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	1st Mortgage	569,500	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912	"	Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
2d " (series G)	875,000	7	Jan. & July.	"	1912	102	Watertown and Rome:						
" (series H)	800,000	7	Feb. & Aug.	"	1912	"	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
" (series I)	800,000	7	Mar. & Sept.	"	1912	"	Western (Mass.):						
" (series J)	800,000	7	April & Oct.	"	1912	"	Sterling (\$899,900)	4,319,520	5	April & Oct.	London.	'68-'71	31
" (series K)	800,000	7	May & Nov.	"	1912	"	Dollar Bonds	850,000	6	"	Boston.	1875	106 1/2
" (series L)	800,000	7	June & Dec.	"	1912	"	Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	30 1/2
3d " (series M)	800,000	7	April	"	1912	87	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	30 1/2
Bridge Bonds	185,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
"	39,420	8	May & Nov.	"	1865		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	595,000	7	May & Nov.	New York.	1866	69 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potdam and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1868	144,500	6			1868	
1st Mortgage	1,200,000				1875		Company's, endorsed by State.	180,000	6			1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
M.	M.	M.	M.	M.	No.	No.	No.																	
ALABAMA.																								
30 Jun. '90	65.0			50.6				Alabama and Florida	1,451,396	*		877,953	503,500	105,255	1,515,704	54.0			101,102	37,806				
28 Feb. '90	30.3			58.1	2	2		Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3			55,791	31,852				
31 May '90	109.6			67.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6			207,626	111,232				
30 Jun. '90	57.0			171.3				Mobile and Girard	1,500,000	*														
1 Apr. '91				67.2	1	2	10	Mobile and Great Northern	590,216	*		600,481			600,481			236,791	76,773	21,006				
1 May '91	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000	*														
29 Feb. '90	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,605	116.9			505,156	280,269	6			
1 May '91				209.5				North East and South West																
ARKANSAS.																								
30 Nov. '88	38.5			301.4				Cairo and Fulton	553,877	*		351,524	446,000	10,725	811,949									
CALIFORNIA.																								
30 Dec. '90	22.5			107.5				Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5			230,251	104,504				
CONNECTICUT.																								
1 Feb. '93	23.8		8.2		4	5	44	Danbury and Norwalk	344,475	66,483		307,010	100,000		418,825	23.8		47,301	61,546	36,019	5			
30 Sep. '92	122.4		15.0		16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511		1,936,740	2,037,500	211,574	4,443,584	122.4		229,088	301,402	126,918				
31 Aug. '92	61.4	1.6	64.5		18	21	302	Hartford and New Haven	3,216,946	254,000	102,888	2,350,000	927,000		4,068,215	73.0		374,460	747,300	390,299	114	142		
31 Dec. '92	74.0		8.9		11	17	256	Housatonic (preferred)	2,439,775	*		2,000,000	240,000	61,872	2,625,236	124.0			284,485	70,187	4			
31 Dec. '92	67.0		1.3		7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	28,924	1,594,661	62.0			206,420	97,700	6			
31 Dec. '92	62.0		2.6		6	12	29	N. Haven, N. London and Ston.	1,454,040	*		738,538	750,000	156,429	1,644,967	62.0			127,390	135,072				
31 Dec. '92	75.9	8.8	7.2		3	3		New Haven and Northampton	1,774,455	38,023		1,010,000	650,000		1,812,475	operated by N. Y. & N. H.		156,906	161,731	38,766	5	90		
31 Dec. '92	66.0		5.9		7	7	91	New London Northern	677,552	*		602,162	75,526		696,827	66.0			518,510	108,437	454,096	12	123	
31 Mar. '93	61.3	1.0	63.8		28	74	407	New York and New Haven	4,643,832	712,493		3,000,000	2,000,000		5,754,322	117.4		3,064,867	66.4	294,173	353,664	158,927	89	
30 Nov. '92	59.4	7.0	8.5		15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4								
DELAWARE.																								
31 Oct. '90	84.3		10.7					Delaware	1,552,257	*		406,132	870,000	271,877	1,607,684	84.3		136,631	138,970	41,466				
31 Oct. '92	16.2							Newcastle and Frenchtown	704,860	*	18,535	744,520		5,024	749,544	5.0			27,283	10,290	9			
FLORIDA.																								
30 Apr. '90	154.2			160				Florida	532,791	30,586		191,485	195,000	75,894	619,112	32.0			7,857	3,535				
31 Dec. '90	32.0		3.0	13.0	3	1	6	Florida and Alabama																
31 Dec. '92	59.9		5.0					Fla., Atlantic and Gulf Central																
31 Dec. '92	100.0	3.9	10.0	153.5				Pensacola and Georgia																
GEORGIA.																								
30 Jun. '90	56.7			16	7	124		Atlanta and West Point	1,192,389	*		1,250,000	120,000		1,597,386	56.7			418,036	265,827	8	125		
31 Dec. '92	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk																
30 Apr. '90	43.5			23.7				Brunswick and Savannah	1,032,290	*		733,700	129,500		1,658,200	43.5			168,986	95,612				
30 Nov. '90	191.0			53	62	607		Central of Georgia (and Bank)	4,366,800	*		4,366,800			4,366,800			6,590,173	229.0	879,465	1,715,025	764,574	10	
31 Mar. '90	171.0	61.0		19	16	171		Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		4,468,500			8,123,343	232.0	1,159,188	628,045	8	100	
30 Nov. '90	102.5			7	2	107		Macon and Western	1,500,000	*		1,500,000			1,500,000			1,658,976	102.5	226,241	404,618	212,676	19	
31 July '90	50.0			7	2	107		Muscogee	774,244	162,534		669,950	249,000		1,028,868	50.0			202,714	110,516	8	72		
1 May '91	58.1			3	4	33		Savannah, Albany and Gulf	1,386,634	52,374		1,276,901	10,200	180,621	1,473,140	71.6								
31 July '90	106.1	100.8	16.2	18	22	201		South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,553	13				
30 Sep. '90	138.0			52	24	705		Western and Atlantic	5,901,497	*		built and own'd by State.				138.0			832,343	464,541				
ILLINOIS.																								
31 Dec. '92	220.0			35	38	712		Chicago and Alton	8,117,539	*		4,244,222	4,100,000	157,877	8,721,057	220.0		976,381	1,225,001	457,794	84			
30 Apr. '93	138.0		26.0	73	46	1,249		Chic., Burlington and Quincy	4,444,452	1,490,261	4,438,510	5,738,640	6,102,594	13,179,500	263.0		1,308,146	2,412,821	1,206,039	8	125			
31 Dec. '90	45.0			6	14	101		Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,055	2,050,065	45.0		14 mo.	243,282	135,284		70		
1 Apr. '93	242.0			29.0	36	23	705	Chicago and Northwestern	12,325,839	510,983		3,731,316	8,335,000	226,641	13,147,136	242.0			1,035,064	448,503		364		
31 Mar. '93	181.8			61	57	960		Chicago and Rock Island	7,069,728	*		5,903,000	1,467,000		7,345,039	228.4		1,080,884	1,529,141	513,100	6	115		
10 Nov. '92	33.2							Fox River Valley	580,000	*		580,000			580,000									
31 Dec. '92	140.0	80.4	74.5	66	63	1,369		Galena and Chicago Union	8,108,705	1,311,917	248,560	6,028,400	3,335,000	10,551,145	341.7		1,420,341	1,777,541	834,605	6	114			
31 May '92	174.5	5.5	14.3	20	21	472		Great Western	2,054,890	*		1,600,000	2,391,000		180.0		404,700	591,409	237,606					
31 Dec. '92	464.8	262.5		112	94	2,335		Illinois Central	27,675,671	*		16,324,300	15,060,500		36,071,630	708.3		2,561,192	3,445,827	1,870,723	4	1244		
ILLINOIS RIVER.																								
	148.0							Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403		148.0			oper. by Chic. & R. Ia.	125,000					
	46.6							Peoria and Bureau Valley		*			600,000											
			129.0					Peoria and Hannibal		*														
	186.0							Peoria and Ogawka	5,400,000	*		1,569,889	2,200,000		186.0			oper. by Chic. & R. Ia.						
31 Dec. '92	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0		oper. by Bur. & Quincy.						
	1.0							Rock Island Bridge		*														
31 Dec. '92	139.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,400,000	*		3,700,000	6,700,000		10,400,000	203.0		oper. by Chic. & R. Ia.	1,117,693	568,020		66		
INDIANA.																								
	108.0							Cincinnati and Chicago	2,080,433	*		1,106,679	1,069,128		108.0									
	29.0							Cincinnati, Peru and Chicago		*														
31 Aug. '97	109.0			73.0				Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,288,748	109.0			249,867					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.		
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.										
															No.								No.	No.
MAINE.																								
30 Nov. '02	36.5				6	4	74	Androscoggin	1,060,000	*		151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461					
31 May, '01	55.0				9	10	128	Androscoggin and Kennebec	2,210,947		21,925	457,900	1,743,857	138,817	2,345,574	137.0		318,506	94,088					
30 Jun. '02	140.0		25.0		41	17	349	Atlantic and St. Lawrence	6,788,205	867,784		2,494,900	3,472,000		7,983,475	140.0	oper. by	Gd. Tk.						
30 Jun. '01	125.5		2.0		4	3	45	Bangor, Oldtown and Milford	244,726			135,000		40,576	244,726	125.5		30,830	—	—	—	—		
30 Sep. '01	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,204			1,287,779	1,280,000	271,143	2,999,998	100.5	139,953	172,113	91,487					
31 Dec. '00				14.0				Penobscot	328,412			180,497	300,000	75,000										
31 May, '01	61.7				4	10	93	Penobscot and Kennebec	1,613,478	104,019	78,014	657,779	1,105,400	95,968	1,859,147	61.7	oper. by	An. & K.	70,566					
31 May, '01	61.3				11	13	118	Portland, Saco and Portsmouth	1,494,792		5,208	1,600,000			1,500,000	61.3	169,476	245,348	118,732	6	110			
31 May, '01	59.7							Somerset and Kennebec	783,763	*		160,200	556,600			37.0		55,403	25,404					
31 May, '01	18.5			38.5				York and Cumberland	1,090,000			370,000	450,000	270,000	1,090,000	18.5		26,386						
MARYLAND.																								
30 Sep. '00	379.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,804,731	3,579,907	13,118,902	10,781,833	566,070	31,441,011	280.8		3,922,203	2,805,788	6	89			
30 Sep. '00	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,650,000	30.0	187,427	462,880	290,840	9	125			
31 Dec. '02	188.0	4.0	16.4		51	28	1,647	Northern Central	7,635,000	774,668	466,183	2,260,000	5,150,000	402,064	9,838,831	155.0	940,558	1,920,641	927,341		41			
MASSACHUSETTS.																								
30 Nov. '02	21.2		2.1		21	37	602	Berkshire	500,000	100,000		600,000			600,000	21.2		42,000	—	—	—	—		
30 Nov. '02	26.7	1.8	43.6		34	67	531	Boston and Lowell	2,245,145	183,345		1,830,000	440,000	21,048	2,755,815	70.9	338,565	421,999	134,191	6	106			
30 Nov. '02	74.8	8.8	51.1		28	40	304	Boston and Maine	3,880,360	396,834	490,903	4,076,974		86,056	4,774,086	119.3	616,761	835,137	378,123	7	125			
30 Nov. '02	47.0	7.0	32.5		28	40	309	Boston and Providence	2,952,600	207,400		3,160,000	122,720		3,462,989	61.8	435,121	702,222	355,302	8	130			
30 Nov. '02	44.6	24.0	60.1		30	68	273	Boston and Worcester	4,062,591	487,416	100,000	4,500,000		93,854	5,335,584	83.6	564,117	1,006,130	490,304	8	131			
30 Nov. '02	46.0	1.1	2.7		7	15	102	Cape Cod Branch	907,760	128,365		1,036,125	141,600		1,085,074	47.1	75,219	102,627	60,053	24	60			
30 Nov. '02	60.0	2.4	8.8		12	19	178	Connecticut River	1,614,386	187,568		1,691,100	250,000		1,900,919	62.4	170,018	268,152	183,854	6	106			
30 Nov. '02	44.2	30.5	25.2		26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	316,734		106			
30 Nov. '02	19.9	1.3	3.3					Essex	742,592	4,416		299,108	280,261	184,760	784,119	21.2	56,482	55,601	16,103		67			
30 Nov. '02	60.9	42.5	74.5		23	36	646	Fitchburg	3,189,851	350,149		3,540,000			3,829,341	93.4	342,542	580,580	264,146	6	114			
30 Nov. '02	14.0		2.8		4	3	36	Fitchburg and Worcester	234,774	40,228		279,826	64,100	5,846	299,772	26.4	33,739	38,558	4,619	6	99			
30 Nov. '02	29.8				3	3	3	Hampshire and Hampden	577,933	23,748		292,951	303,014		606,681	29.8	27,424	16,344	1,238					
30 Nov. '02	12.4		2.3		2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	11,752	367,182	12.4		21,780	21,780					
30 Nov. '02	14.5		17.2		11	19	387	Nashua and Lowell	558,919	95,684		600,000			802,401	71.0	148,516	188,188	46,540	6	117			
30 Nov. '02	20.1	1.5	1.1		6	14	74	New Bedford and Taunton	602,700	54,214	14,000	500,000	300,000		800,000	36.7	42,262	134,178	45,893	6	87			
30 Nov. '02	27.0		2.4					Newburyport	597,386			220,340	234,900	140,902	597,386		oper. by	B. & M. Co.						
30 Nov. '02	25.0		0.6	8.0	3	4	13	N. York and Boston Air Line	832,464	40,269		295,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653		80			
30 Nov. '02	79.5	7.8	26.5		24	64	485	Old Colony and Fall River	3,008,445	354,503		3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	141			
30 Nov. '02	13.7		0.7		1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247		450,000			450,000	13.7		24,960	43,142	23,677	6	109		
30 Nov. '02	43.4	1.0	14.9		13	18	352	Providence and Worcester	1,409,086	262,815		1,600,000	97,000		1,697,000	44.4	206,064	327,457	161,357	8	130			
30 Nov. '02	16.9		1.7					Salem and Lowell	381,470	82,643		243,503	226,900	464	471,177	ope. r. by	B. and L'll	17,500	—	—	—	—		
30 Nov. '02	11.6		0.4		2	9	17	South Shore	462,367	39,226		259,685	150,000	1,456	531,715	11.6	22,218	64,426	20,484		16			
30 Nov. '02	21.9		1.1		8	10	70	Stockbridge and Pittsfield	444,600	4,100		448,700			448,700	ope. r. by	Housatonic	31,409	—	—	—	—		
30 Nov. '02	11.1	0.0	1.2					Taunton Branch	250,000			250,000			250,000	ope. r. by	T. and B.	134,018	—	—	—	—		
30 Nov. '02	6.1			36.5				Troy and Greenfield	1,766,370			923,810	979,308	42,352	1,945,470	ope. r. by	T. and B.	116,241	—	—	—	—		
30 Nov. '02	69.3	8.0	5.5		11	13	180	Vermont and Massachusetts	3,899,557	207,343		2,214,225	990,525		3,516,900	77.3	112,242	218,065	116,241		41			
30 Nov. '02	166.1	17.3	126.0		73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712		5,150,000	6,417,520	47,000	14,424,472	218.0	1,287,201	2,095,922	984,564	8	145			
30 Nov. '02	45.7		9.3		10	12	145	Worcester and Nashua	1,147,044	123,353		1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5	77			
MICHIGAN.																								
1 Jun. '02	17.3			2.7	2	1	100	Bay de Noquet and Marquette																
30 Sep. '02	57.0							Chic. Detroit & Can. G.T. June		built and	equipp	ed by G.	r. Tr. & R.	R. Co. of	Canada									
30 Jun. '02	188.0							Detroit and Milwaukee	8,270,623	647,596		2,950,000	4,250,000		9,008,369	188.0		340,898						
—	—							Flint and Pere Marquette																
—	—							Grand Rapids and Indiana																
31 May, '03	284.5		28.4	188.0	98	85	1,559	Michigan Central	13,805,576			6,067,436	7,999,489		14,834,955	329.3	1,448,558	2,946,500	1,674,200	8	125			
31 Mar. '03	240.0	281.0			83	110	1,108	Mich. B'n & N'n'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,075		18,545,278	627.0	2,060,637	2,613,831	1,461,276		107			
—	—							Port Huron and Milwaukee																
MINNESOTA.																								
31 Dec. '02	14.5				608.5	2	10	Minnesota and Pacific	1,400,000				1,550,000											
31 Dec. '02					190.0			Southern Minnesota					575,000											
31 Dec. '02					114.0			Minneapolis and Cedar Valley					600,000											
31 Dec. '02					268.0			Minnesota Transit					600,000											
31 Dec. '02					79.0			Root River Valley																
MISSISSIPPI.																								
30 Apr. '00	236.0				26	22	336	Mississippi Central	4,966,022	756,292		2,000,961	2,654,732	385,992	6,331,899	236.0		584,342	328,092					
31 Oct. '01	71.4				27.8	7	41	Mississippi and Tennessee	1,254,894	189,018		798,285	456,949	275,000	1,974,444	69.7		176,462	116,433					
31 Dec. '05	83.2				60.4			Southern Mississippi	2,750,000			1,000,000	1,400,000			83.2		250,047	131,669					
MISSOURI.																								
31 Dec. '02	37.																							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2d Track and Siding.	Road in progress or projected.	Engines.	Car.			Property and Assets.				Liabilities.						Gross.		Net.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with train.							
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.			
NEW YORK.																								
30 Sep. '02	2.0			137.9	1		10	Albany and Susquehanna	1,044,914	6,367		891,575	200,000	8,500	1,100,075									
30 Sep. '02	11.5		3.3	21.5				Albany and Vermont	600,000			600,000			600,000									
30 Sep. '02	48.9		2.8		4		60	Atlantic and Great Western	2,250,277	85,207		687,872	1,607,500	25,568	2,320,940									
30 Sep. '02	14.8		1.6					Blossburg and Corning	408,217			250,000	220,000		498,217									
30 Sep. '02	5.4		0.4		28			Broadway (Brooklyn)	164,521	71,515		200,000	27,500		324									
30 Sep. '02	14.5		9.5		2	50	22	Brooklyn Central and Jamaica	675,687	119,225		492,050	252,100	62,967	807,217									
30 Sep. '02	23.3		26.9	1.9	109			Brooklyn City	1,020,370	312,136		1,000,000	170,000	10,000	1,332,506									
30 Sep. '02	6.3		5.3	15.2	25			Brooklyn City and Newtown	267,628			346,000	146,000	8,000	600,000									
30 Sep. '02	142.0		13.0		28	32	402	Buffalo, New York and Erie	3,188,461		160,077	850,000	2,426,714	135,647	2,926,950									
30 Sep. '02	68.3		14.5		29	24	399	Buffalo and State Line	2,277,338	508,576	149,000	1,977,950	949,000		2,717									
30 Sep. '02	10.5	0.3	4.5		20			Coney Island and Brooklyn	501,364			493,800	7,000		508,517									
30 Sep. '02	6.3		6.3		32			Eighth Avenue (New York)	874,128	64,237		800,000			938,356									
30 Sep. '02	46.8		2.9					Elmira, Jefferson & Canand.	500,000			500,000			500,000									
30 Sep. '02	44.0	19.0	290.0		226	101	3,279	Erie	39,956,792			19,975,200	18,831,500	480,665	40,285,355									
30 Sep. '02	144.0	4.0	115.1		66	117	638	Hudson River	10,749,863	1,363,931		3,758,466	9,368,760	298,424	13,420,640									
30 Sep. '02	96.0	2.5	11.4		14	37	117	Long Island	2,567,162	361,312		1,852,718	782,462	15,213	2,928,474									
30 Sep. '02	297.8	258.1	381.8		229	231	3,306	New York Central	26,267,149	5,267,077	782,580	24,000,000	14,279,553		41,866,835									
30 Sep. '02	130.7	2.1	29.0		32	77	441	New York and Harlem	9,385,740	680,804		5,717,100	5,968,061	69,136	11,781,297									
30 Sep. '02	93.6	1.64	6.9					Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000									
30 Sep. '02	5.0		5.0		8		42	Ninth Avenue (New York)	851,174	24,000		795,330	22,000		875,774									
30 Sep. '02	118.0	8.8	17.8		28	14	450	Northern (Ogdensburg)	4,091,456	723,524		4,871,900	1,494,900		6,066,800									
30 Sep. '02	35.9		2.2		6	10	64	Oswego and Syracuse	698,935	116,626		386,240	208,500	16,375	616,161									
30 Sep. '02	25.2		2.0		7	11	66	Rensselaer and Saratoga	742,980	157,045		610,000	244,750		900,028									
30 Sep. '02	172.1	17.5	15.4		22	17	358	Rome, Waterv'n & Ogdensb'g.	3,092,378	368,306		1,499,100	1,923,000	64,292	3,486,392									
30 Sep. '02	21.0		1.6					Saratoga and Schenectady	480,884			800,000	65,000		480,884									
30 Sep. '02	40.9	6.6	3.9		8	11	84	Saratoga and Whitehall	824,622	77,585		600,000	378,000	6,337	882,337									
30 Sep. '02	8.0		8.0					Second Avenue (New York)	965,516	135,567		650,000	450,000	42,500	1,142,500									
30 Sep. '02	4.0		4.4					Sixth Avenue (New York)	877,694	209,623		750,000	25,000		1,089,317									
30 Sep. '02	13.0		0.4					Staten Island	297,106	36,443		63,102	193,687	70,919	327,708									
30 Sep. '02	81.0		7.6		12	12	117	Syracuse, Binghamton & N.Y.	2,865,540	2,654		1,200,130	1,640,757	103,570	2,944,457									
30 Sep. '02	8.0		8.6					Third Avenue (New York)	1,652,708	104,321		1,170,000	400,000		1,757,029									
30 Sep. '02	34.9		3.7		10	9	125	Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508									
30 Sep. '02	2.1		2.1					Troy and Rutland	462,500			325,000	180,000		462,500									
30 Sep. '02	34.9		2.6	51.4	4	6	39	Troy Union	752,601			800,000	680,000		752,601									
30 Sep. '02	34.9		2.6	51.4	4	6	39	Utica and Black River	862,089			811,560			862,089									
NORTH CAROLINA.																								
31 May, '00	94.9		6.4					Atlantic and North Carolina	2,157,503			1,545,225	400,000	275,372	2,419,401									
31 May, '00	223.0							North Carolina	4,235,000			4,000,000			4,235,000									
31 May, '00	97.0							Raleigh and Gaston	1,240,241			973,300	126,200		1,240,241									
30 Sep. '00	161.5	15.0			23	18	182	Wilmington and Manchester	2,682,737		232,900	1,130,470	1,045,000	51,300	2,934,509									
30 Sep. '00	161.9				24	32	144	Wilmington and Weldon	2,869,223		107,000	1,340,213	791,055	102,391	3,114,954									
15 Mar. '00	81.0	3.0		192.5				Western North Carolina	2,000,000		4,700	290,212		70,860	364,072									
OHIO.																								
31 Dec. '02	118.2				17	12	208	Atlantic and Great Western	613,231			866,939		77,294										
1 Aug. '01	137.0				41	39	608	Bellevue and Indiana	3,080,584		11,000	1,859,813	1,169,000	2,126	3,876,255									
31 Mar. '03	60.3				22	28	432	Central Ohio	5,579,508	922,670	106,133	1,628,556	3,673,000	1,126,458	6,810,432									
31 Dec. '00	30.0				69.1			Cine., Hamilton and Dayton	2,933,788	431,083	91,947	2,155,800	1,384,000		3,988,193									
1 May, '00	131.4				31.0	16	10	Cine. and Indianapolis June	6,250,841			2,441,176	3,032,000	228,973	6,454,150									
31 Dec. '02	136.4	65.8			29	32	634	Cine., Wilmington and Zanev.	4,230,777	723,116	74,010	5,000,000	510,000		5,510,000									
31 Dec. '02	67.0				18.0	13	6	Cleveland and Columbus and Cine.	2,553,162	298,759	23,340	1,036,035	1,762,400	128,857	2,917,322									
1 Dec. '02	95.5	1.2	29.5		31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344		3,800,000	1,500,000		5,300,000									
30 Nov. '02	101.1	102.5			45	30	896	Cleveland and Toledo	7,896,994			3,832,712	4,324,900	94,329	8,261,644									
31 Mar. '03	109.7	79.4			32	40	498	Cleveland and Pittsburg	6,700,495	530,727	55,025	3,525,800	3,667,595		7,101,868									
31 Dec. '02	61.4				53.0	5	6	Clev., Zanesville and Cin.	1,574,693			389,673	755,250	632,486										
31 Dec. '02	72.0				31.0	6	9	Columbus and Indianapolis	2,555,000			750,000	1,600,000		2,005,000									
30 Nov. '02	54.5		10.4		13	11	13	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900		2,070,902									
31 Mar. '03	144.0		7.9		37	3	373	Dayton and Michigan	5,454,747	339,553	4,900	2,452,217	2,904,190	810,424	6,509,826									
31 Aug. '00	36.6				47.0	3	2	Dayton and Western	999,173	104,912		307,246	716,000	80,848										
31 Aug. '00	158.1				6	5	72	Dayton, Xenia and Belpre	860,496			437,833	422,663		1,104,086									
31 Dec. '01	45.0				84.0			Eaton and Hamilton	1,101,744	79														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "unknown." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of share.		
	Main Line.		2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Gross.	Net.		Dividends.	
	M.	M.				Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Mileage run by locomotives with trains.			Gross.	Net.					
PENNSYLVANIA, (Continued.)																								
31 Oct. '02	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	—	909,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	9	08	
31 Oct. '02	29.6	—	34.8	—	27	110	630	Phila., Wilmington and Balt.	6,919,924	744,425	311,129	5,620,500	2,579,000	—	9,508,406	200.5	582,615	2,250,862	1,080,995	—	—	—		
31 Oct. '02	59.5	—	5.4	89.5	10	14	63	Pittsburgh and Connellsville	2,036,181	109,202	—	1,763,122	1,500,000	—	110,417	3,501,583	72.0	194,000	129,918	50,370	—	—		
31 Dec. '02	468.8	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	—	—	5,709,592	12,936,173	—	312,399	19,451,576	468.3	2,694,467	3,745,311	1,802,896	—	—		
31 Oct. '02	54.0	1.1	5.6	—	7	4	66	Schuylkill and Susquehanna	1,197,774	—	—	1,269,160	97,000	—	8,405	1,374,555	55.5	82,809	79,618	9,338	—	—		
31 Oct. '02	32.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	—	576,050	—	oper. by Ph. & R.	—	—	—	—		
31 Oct. '02	28.0	—	0.2	—	5	1	439	Shamokin Valley & Pottsville	1,178,773	112,524	—	500,000	791,597	—	5,859	1,297,256	—	57,925	159,534	99,060	—	—		
31 Oct. '02	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	—	65,826	797,913	29.6	81,934	134,788	97,852	9	40		
31 Dec. '02	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	—	—	683,431	953,208	—	8,000	1,644,639	26.4	105,800	141,101	79,544	—	—		
RHODE ISLAND.																								
31 Aug. '02	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	—	—	1,508,000	250,800	—	—	—	62.0	302,800	311,370	140,707	6	55		
30 Nov. '02	19.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	417,17	8,500	—	—	—	13.6	23,954	26,594	6,739	—	—		
SOUTH CAROLINA.																								
31 Dec. '02	13.2	—	1.5	—	182.4	2	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	—	2,134,092	13.2	—	—	—	—	—		
31 Dec. '02	54.9	—	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,366	195,236	—	197,905	1,099,536	61.9	—	—	—	—	—	
31 Dec. '02	109.6	—	—	—	18	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	283,263	151,586	6	—	—		
31 Dec. '02	40.3	—	—	—	—	—	—	Cheraw and Darlington	600,000	—	—	400,000	200,000	—	—	49.3	—	—	—	—	—	—		
1 Jan. '03	143.2	—	21.3	—	—	—	—	Greenville and Columbia	2,439,769	324,101	—	1,429,008	1,145,000	245,540	2,919,554	143.2	—	341,190	125,871	—	—	—		
31 Aug. '02	58.5	—	—	—	—	—	—	Kings Mountain	196,230	—	—	200,000	—	—	200,000	22.5	—	—	—	—	—	—		
31 July '02	32.0	—	—	—	—	—	—	Laurens	543,403	—	—	400,000	106,218	—	575,729	32.0	—	27,568	8,527	—	—	—		
28 Feb. '03	102.0	—	—	—	—	—	—	North-Eastern	2,011,562	—	—	985,743	990,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—	—		
31 Dec. '02	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	—	—	—	—	149,636	701,943	7	—	—			
31 July '02	25.1	—	—	—	41.9	—	—	Spartanburg and Union	—	—	—	—	—	—	—	25.1	—	—	—	—	—	—		
TENNESSEE.																								
30 Sep. '00	47.6	—	—	—	17.0	2	—	Central Southern (Tenn.)	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	—	29,987	19,187	—	—	—		
1859.	—	—	—	—	12	10	171	Edgefield and Kentucky	857,947	—	—	333,204	612,000	60,900	—	30.0	29,846	9,359	7,488	—	—	—		
1859.	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	—	—	1,259,673	2,030,000	200,000	—	140.0	—	318,718	187,466	—	—	—		
1859.	140.0	—	8.0	—	43	10	128	East Tennessee and Virginia	2,510,033	156,284	—	536,054	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—	—		
1859.	279.1	19.4	20.0	—	43	37	607	Memphis and Charleston	6,856,578	878,069	129,364	3,809,949	2,650,000	200,112	7,627,797	290.1	—	1,635,096	873,597	—	—	—		
1859.	271.6	16.0	20.0	—	39	9	6	Memphis and Ohio	2,259,287	141,144	—	570,000	1,361,000	146,000	—	—	—	—	—	—	—	—		
1859.	100.0	—	30.6	56.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—	—		
1859.	59.0	—	—	40.1	7	5	19	Mississippi and Tennessee	1,137,400	—	—	708,255	654,949	—	—	59.4	69,870	177,256	60,029	—	—	—		
1859.	47.4	—	2.3	4	4	5	40	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,600	22,369	—	47.4	54,175	83,129	44,066	—	—	—		
1859.	34.2	—	7.9	—	12	2	81	McMinnville and Manchester	633,507	56,510	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—	—		
30 Nov. '00	149.7	44.0	7.0	—	39	17	319	Nashville and Chattanooga	3,632,582	—	—	2,056,544	1,751,000	—	—	159.0	—	734,118	337,334	4	153	—		
1859.	—	—	—	—	—	—	—	Nashville and Northwestern Tennessee and Alabama	76,016	76,016	—	685,922	860,000	204,544	—	45.5	67,960	127,953	87,243	—	—	—		
1859.	30.0	—	0.6	—	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—	—		
TEXAS, (all aided by State).																								
—	32.0	—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—	—		
—	56.0	—	—	—	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—	—		
—	50.0	—	1.5	—	2	1	46	Houston and Brazoria	1,250,000	—	—	275,000	240,000	171,550	—	60.0	81,300	32,670	—	—	—	—		
1 May '00	70.0	—	0.0	230.0	7	6	124	Houston and Texas Central	4,232,345	—	—	455,000	975,000	309,000	—	70.0	102,300	182,840	196,568	—	—	—		
—	25.0	—	—	—	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—	—		
—	23.0	—	—	—	759.3	—	—	Southern Pacific	—	—	—	—	—	—	—	23.0	—	—	—	—	—	—		
VERMONT.																								
31 May '02	90.7	—	6.6	19.8	8	12	190	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	1,508	—	90.7	99,639	164,764	78,749	—	—	80		
31 Aug. '02	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,939,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	—	—		
31 Aug. '02	62.5	—	4.0	—	12	9	193	Rutland and Washington	840,000	221,683	—	1,097,000	—	—	62.5	138,299	140,886	24,679	—	—	—	—		
31 May '02	117.0	2.0	24.0	—	41	38	889	Vermont Central	8,402,955	—	—	6,000,000	3,500,000	1,500,000	—	174.5	670,677	715,418	191,466	—	—	—		
30 Jun. '02	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	—	—	47.0	oper. by Vt. Central	—	—	—	—	—		
30 Jun. '02	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	705,200	110,145	—	23.7	53,041	45,273	7,187	—	—	—		
30 Jan. '02	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	—	—	332,000	700,000	—	—	59.0	oper. r.b.Troy & Bost.	53,852	—	—	—	—		
VIRGINIA.																								
1 Aug. '00	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,015	36,188	88,131	1,534,194	41.3	703,034	136,302	43,092	—	—	—		
30 Sep. '00	77.8	8.0	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,092	—	—	—		
30 Sep. '00	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,066,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—	—		
30 Sep. '00	103.5	—	—	—	—	—	—	Northwestern Virginia	5,322,150	—	—	468,605	5,719,229	—	—	103.5	345,427	245,004	loss	—	—	11		
30 Sep. '00	68.3	88.4	10.0	—	16	16	176	Orange and Alexandria	2,063,655	2,517,500	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—	—		
30 Sep. '00	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	1,365,300	1,551,500	—	1,365,300	1,551,500	292,842	4,745,256	133.4	—	410,169	201,344	—	—	—		
30 Sep. '00	59.2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	—	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	—	—	7		
30 Sep. '00	140.5	2.7	12.0	—	23	30	418	Richmond and Danville	3,726,087	—	—	1,981,197	1,300,000	75,908	6,755,655	143.2	224,014	560,904	282,828	—	—	57		
30 Sep. '00	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	—	52,800	1,041,880	643,960	96,825	—	75.1	159,981	279,945	145,385	—	—	7		
30 Sep. '00	22.2	5.5	3.1	—	10	7	188	Richmond and Petersburg	1,222,523	—	—	835,750	204,808	26,553	—	43.5	105,054	163,753	79,586	—	—	60		
30 Sep. '00	23.7	—	0.2	14.0	2	—	23	Richmond and York River	704,840	20,554	—	557,812	86,000	—	—	23.7	12,542	—	—	—	—	—		
31 Jan. '01	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	—	1,200	844,200	472,811	52,926	1,639,548	80.0	—	240,446	121,063	—	—	7		
30 Sep. '00	178.2	—	21																					

New York Stock Exchange.

Actual Sale Prices for the week ending August 26.
Th 20 F.21 Sat 22 M.24 Tu.25 W.26

American Coal Co.	70				
Buffalo & State Line					
Buff. N. Y. & Erie 1 M.	105				
California 7s	114				
Canton Co.	82	82	83	83	83
Central Amer. Translt.	35	35	35	35	35
Chicago & Alton	84	82	82	84	84
" pref.	94	93	94	93	
" 1 M.					
" Inc'd's					
Chicago, Burl. & Q.	125	125	124	125	
" 8 p.c.					
Chic. & Northwest'n.	36	35	37	35	36
" 1st M.	89	89	89	88	88
" 2d M.	87	87	88	89	89
" S. F.					
" A. B.					
" I. B.					
" Ap. Ex'n.					
" G. B. Ex't.					
Chicago & Rock Isl.	113	115	113	115	115
" 1st M.	70				
Clev. Col. and Cin.	155				
Clev. and Pittsburg.	104	104	103	103	104
" 1 M.					
" 2 M.					
" 3 M.					
" 4 M.					
Clev. and Toledo	115	123	122	121	120
" S. F. 7 p.c.					
Cumberland Coal, pref. 28	28	29	29	28	28
Del. & Hudson Canal	161	161	161	162	
Del., Lack. & West.					
" 1 M. 8 p.c. '71-6					
" 2 M. 8 p.c. '81					
Erie	122	121	121	120	119
" pref.	110	110	110	110	110
" 1 M. 7 p.c. '67					
" 2 M. 7 p.c. '79					
" 3 M. 7 p.c. '83					
" 4 M. 7 p.c. '80					
" 5 M. 7 p.c. '88					
Galena and Chicago	112	112	111	114	117
" 1 M. 7 p.c. '63					
" 2 M. 7 p.c. '75					
" 1 M. Ex. '82					
Hann. & St. J. bonds	77	80	80		
Hudson River	160	148	148	147	146
" 1 M. 7 p.c. '69					
" 2 M. S. F.					
" 3 M. 7 p.c. '76					
" conv. bonds					
Illinois War Loan	124				
Illinois Centr. (scrip.)	125	127	134	134	134
" bonds	117				
Indiana War Loan					
Kentucky 6s					
La Crosse & Mil. L.G.					
Louisiana 6s					
Michigan 6s, 1878					
Michigan Central	117	120	117	120	125
" 8 p.c. '82					
" conv. 8 p.c. '69					
M. S. and N. I.	110	108	108	108	107
" guard'd	134	140	139	138	137
" 1 M. S. F.					
" 2 M.					
Mil. and P. du Chen.	90	88	78	86	85
" 1st pref.					
" 2d pref. 88					
" 1st M.					
Minnesota 6s					
Minnesota Mining Co.					
Missouri 6s	71	71	70	71	71
" 1st M. to H. & St. J. R.					
N. J. Central 1st M.					
" 3d M.					
New York Central	131	131	131	130	130
" 7s, 1864					
" 7s, S. F. '76					
" 7s, conv. '76					
" 6s, S. F. '83					
N. York & Harlem	162	163	175	179	170
" pref.					
" 1 M. 7 p.c. '78					
" 2 M. 7 p.c. '64					
" 3 M. 7 p.c. '67					
North Carolina 6s	66	66	66	66	
Norwich & Worcester	89				
Ohio 6s, 1886					
Pacific Mail S. S. Co.	231				
Panama					
Penn'a Coal Co.	140				
Phila. and Reading	122	121	119	120	123
Pitta. Ft. W. & Chicago	92	91	91	93	96
" 1 M. 108					
" 2 M.					
" 3 M.					
Quicksilver Mining Co.	47	47	49	52	52
St. L. Alton & T. H.	66	62	65	67	66
" pref.	86	86	87	88	85
" 1 M.					
" 2 M. pref. 92					
" Inc'd's					
Tennessee 6s, 1890					
Toledo & Wabash	84	81	81	82	84
" pref.					
" 1 M.					
" 2 M.					
" Int'd's					
Virginia 6s, 1886					

New York Stock Exchange.

Actual Sale Prices for the week ending August 26.
Th 20 F.21 Sat 22 M.24 Tu.25 W.26

FEDERAL STOCKS:					
U. S. 6s, 1871, reg.					
U. S. 6s, 1871, coup.					
U. S. 6s, 1874, reg.					
U. S. 6s, 1874, coup.					
U. S. 6s, 1885					
U. S. 6s, 1881, reg.	106	106			
U. S. 6s, 1881, coup.	107	107	107	107	107
U. S. 6s, '81, O. W. Ly.					
U. S. 6s, 1881, " 47					
U. S. 6s, 1867, reg.					
U. S. 6s, 1867, coup.					
U. S. 6s, 1868, reg.					
U. S. 6s, 1868, coup.					
U. S. 6s, 1 year cert.	101				
U. S. 6s, " new					
U. S. 6s, 5-20s, coupon					
Treasury 7-10 Notes	107	107	107	107	107
U. S. Demand Notes					
American Gold	124	125	124	124	122

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending August 25.
W. 19 Th. 20 F.21 Sat. 22 M.24 Tu.25

Beaver Meadow					
Cattawissa	8	8			
" preferred	25	24			
Camden & Amboy					
" 6s, '67					
" 6s, '70					
" 6s, '75					
" 6s, '89	102				
" 6s, '89	108				
Ches. & Del. Canal 6s '86					
Del. Div. Canal					
Elmhurst & W'msport	35	35			
" pref.	53				
" 7s					
" 10s					
Harrisburg					
Lehigh Navigation	58	58			
" 6s					
" scrip. 44					
Lehigh Valley R. R.					
" 6s					
Little Schuylkill R. R.					
" 7s	48	47	48	48	
Long Island	43	44	45	48	45
" 6s					
Minehill					
Morris Canal	68				
" pref.					
" 6s '76					
North Pennsylvania	19	19	19		
" 6s	95				
" 10s					
Pennsylvania R. R.	64	65	65	65	65
" 1st m.					
" 2d m. 106					
Penn. State, 5s	100				
" 5s, coupon					
" 6s					
Philadelphia City, 6s	106	106	106	106	
" new 106					
Philad. Germ. & Nor.	80	80	80	80	81
Phila. & Reading	61	60	60	60	61
" 6s, '86	122	120	120	120	123
" 6s, '70					
Philadelphia & Erie	27	27	27	27	27
" 6s					
Philad. & Sunbury, 7s					
Schuylkill Navigation	13	12			
" pref. 24					
" 6s '82	82				
" 6s '76					
" 6s '72					
Sunbury and Erie, 7s, 107					
Susq. Canal	15	15			
" scrip.	65				
Union Canal, pref.	5				
" 6s '83	25	27			
West Br. Canal 6s '78					
Wyoming Canal					
Arch street, (Horse)	23				
Chestnut & Wal.					
Girard College, "					
Green & Coates, "					
Race and Vine, "					
2d and 3d streets, "					
Spruce & Pine, "	15	15			

Baltimore Stock Exchange.

Actual Sale Prices for the week ending August 24.
Tu. 18 W. 19 Th. 20 F.21 Sat. 22 M.24

Baltimore City 6s, 1876					
" 1886					
" 1870					
" 1890					
Balt. and Ohio	90	91	91	89	89
" b'd's, '62					
" " '67					
" " '75					
" " '80					
" " '85	101				
Northern Central					
" b'd's, '85					
" " '85					

Boston Stock Exchange.

Actual Sale Prices for the week ending August 26.
Th 20 F.21 Sat 22 M.24 Tu.25 W.26

Boston and Lowell					
Boston and Maine					
Boston and Providence 130					
Boston and Worcester					
Cheshire, pref.					
Concord	62				
Connecticut River	105				
Eastern, Mass.	105				
Eastern, N. H.	105				
Fitchburg					
Manchester & Lawr'ce					
Michigan Central	119	118			
Northern, N. H.	68				
Old Colony and Fall R.	140	140	140	140	141
Ph., Wil. & Baltimore	69	68	68	68	68
Port'd, Saco & Ports.					
Vermont & Canada					
Vermont & Mass.	39	39	40	40	41
Western					
Broadway (Horse)	65	65			
Cambridge	125				
Metropolitan	80	80			
Middlesex	108	107			
Central Copper Co.	48	48	50		
Franklin Copper Co.	53	53	53	53	54
Isle Royale					
National	30	30			
Minnesota	90				
Pewabic	62	63	62	63	63
Pittsburg					
Quincy	55				
Rockland	18	18	19		

London Stock Exchange.

The following were the closing prices for American Securities on the 14th August:

Maryland 6s	72	to	73
United States 6s, 1874	68	"	70
Virginia State 6s	48	"	50
Do. 6 per cent.	41	"	42
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	73	"	75
Do. Pennsylvania do. do.	75	"	77
Erie shares, \$100 (all paid)	74	"	76
Do. 7s, preference	72	"	74
Do. 7s, 1st mort., 1867	73	"	75
Do. 7s, 2d mort., 1859	76	"	80
Do. 7s, 3d mort., 1883	74	"	78
Do. 7s, 4th mort.	70	"	75
Do. 7s, 5th mort.	70	"	75
Illinois Central 6s, 1875	83	"	86
Illinois Central 7s, 1875	78	"	80
Do. do. \$100 shares, \$90 paid, dis.	16	"	15
Do. do. \$100 shares, all paid.	75	"	76
Marletta and Cincinnati Railroad Bonds	71	"	73
Michigan Central 6s, Convertible, 1869	75	"	80
Do. do. S. F. 1st mort., do., 82 x. c. 80	80	"	84
Michigan S. and N. Indiana 7s, S. F., 1885	70	"	75
Do. do. do. \$100 shares		"	
New York Central 6s, S. F., 1883	73	"	78
Do. do. 7s, 1864	65	"	68
Do. do. 7s, S. F., 1876	85	"	90
Do. do. 7s, Convertible, 1876	85	"	90
Do. do. \$100 shares	84	"	87
Panama, 1st mortgage 7s, 1865	101	"	103
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	70	"	75
Do. 2d mort., 6s, do.	68	"	68
Do. \$50 shares	42	"	44
Philadelphia and Reading, \$50 shares	33	"	36

and enterprise of our people; their vast power of production; their unlimited and illimitable internal commerce unshackled by any restrictions on its movements, and practically as well as theoretically free; to our millions of virgin agricultural lands; to our inexhaustible mineral lands teeming with silver and gold, and above all for the prevailing opinions among us, that here beyond all other regions in the world, there is "ample room and verge enough" for all that man can wish, or attain. Our present troubles in no way affect the general principles by which American brotherhood has attained not only success but wealth; and when we settle down again to our accustomed pursuits, we shall spring forward to a still loftier position in all the arts, and all the comforts, which give power to nations, security to their population, and render life a blessing. We trust this happy day is near at hand.

Among the subjects which attract attention just now is that of our currency, and what is to be its value on the return of peace. It is one on which the ablest minds exercise themselves in vain; for while on the one hand, a paper currency of vast extent, when suddenly reduced to a specie standard, according to experience, must produce a collapse, on the other it may be said, that our condition from first to last has been abnormal, and it is quite possible, the dreaded change may pass off without disastrous consequences. Everything we do in this country is done in a way peculiar to ourselves. Dr. Elder shows in his valuable pamphlet, that our total circulation in 1862, was only equal to that of England in 1815, though our wealth is 3-10ths greater than hers, and our per capita circulation is actually 1-5th less than hers at that period. The products of the loyal states for the year ending 1863 were \$3,522,921,174, and those of the whole United States in 1860 were but \$3,736,000,000. So far as the Banks of issue are concerned, the circulation beyond that of specie paying times is but about 15 per cent greater than it was then, or in round numbers twenty two millions; less than one dollar per capita of the present population. In addition to this, our commerce has kept up to within a fractional per centage of what it was when Cotton was enthroned as King and the whole Union worshipped it. In addition to this, we have another element coming to our aid, which a few years ago did not exist, we mean our gold bearing mountains, with their Pactolian streams; a vision of antiquity, but with us a reality. Take the wonderful region of Colorado, to which we have from time to time called the attention of our readers. We have now from Dr. Willing, a resident and explorer of that territory, some new statements in relation to its mineral wealth, which almost surpass belief, and yet to which we are bound not only to give attention but acceptance. He says in his recent able and thoroughly scientific report, which we propose to publish at the first convenient opportunity; that in the first place four fifths of all the gold in the world has been derived from "the drift or freed gold," and next in Colorado the number of ravines within the area set down and known as metalliferous, and across which veins of auriferous rocks are ranged, cannot fall short of 5000. Estimating, to be safe, that the acclivities of the majority of them are over 80° and the depth 1000 feet, though he prefers to consider the average acclivity 25°, and the depth 800

feet, the process of washing out this great number of ravines complete, (from the calculations made at the rate of only 1 cent to the pound of the original vein stone of one yard thick and only one vein,) would result in producing *thirty five billions of dollars*. When in most of the best known ravines the following results have been and are obtained, we can scarcely compute the enormous amount which is yet to be obtained from them. For example, if instead of one cent to the pound of ore, or \$20 per ton of 2000 lbs, we find that the ton at the Elkhorn head produces 57 oz. and upwards of gold; at the Compadre 81 oz. per ton of gold and of silver 909 oz. to the ton, we may form some idea of what this Country is to gain from Colorado, in spite of the indifferent opinion of a certain dignitary at Washington at the commencement of the war, when urged to defend this territory, that we could do without Colorado. It will be remembered also, that this wealth is to be exhumed in the centre of the American Union, that it must inevitably flow thence to the nearest point, viz., to our Atlantic marts, and not dispersed over the world as at San Francisco to all comers, and we can therefore plainly see that whatever be our currency, we shall have a fund for its redemption near at hand and obtainable by ordinary labor. Twenty millions the present year, will assuredly be the product of Colorado, against twelve millions the previous year, and all that is now wanting is the Pacific Railroad to carry emigrant laborers, mining machinery and our Eastern manufactures to this Ophir, to bring about in a very short period, the brilliant results promised by Dr. Willing, not only, but by others equally well informed and reliable.

While speaking of the future of our Government currency, which even now is by no means as large as it was feared it might be, and distributed among a population in the loyal States now estimated at 24 millions, we have to remember that its legal character at one time questioned, is no longer so, and this has been determined by the highest tribunal of the State of New York, the Court of Appeals, a fortunate circumstance that we have so learned and stable a barrier against the ignorance or bad political tendencies of minor courts. Apropos of this, we have to acknowledge the receipt of the argument of John K. Porter, Esq., of Albany, on this very question raised by the Metropolitan Bank against the superintendent of the bank department of this State, where it assumed the shape of an inquiry whether Treasury notes were a legal tender. We had intended to have made many extracts from this gentleman's argument, as it is one of the most profound, scholarly, constitutional, and we will add Websterian productions of the day. Its breadth, soundness, learning and research are worthy of all praise, and the legal profession may take comfort in the reflection that the New York bar has in its ranks a member who reminds us of its palmiest days.

The subscriptions to the 5-20's continue on a large scale. The temporary falling off which we alluded to last week was exceptional. More than a million of these was converted on Monday and Tuesday of this week in this city, and it is a curious fact that a large amount came from Vicksburg, Louisville and Lexington, where but a few months since the spirit of opposition to the Union

was rampant. It is a sure sign of the tendency of the 'convictions of Southern capitalists as to the result of the present contest. Gold has again fallen under the influence of our operations at Charleston. The destruction of Sumter, and the shelling of the city are certain to end in its capture if not destruction, and we believe this will be a satisfactory result to many of the confederate States, who have always attributed this war to the headlong counsels of the Junta which has ruled the South from this imperious place. It also appears that the armies of Rosecranz and Burnside are operating with great effect near Chattanooga, and that the heart of the Gulf States is to be pierced with a deadly arrow which will stick where it penetrates.

Sterling exchange has fallen to 135 and the transactions are light, for it is perfectly well understood that it does not pay to ship specie at present quotations.

Messrs. R. W. Howes, and C. A. Macy, recently President and cashier of the Park Bank, one of our most flourishing institutions, have established themselves as private bankers at No. 30 Wall street, the office being the same as that recently occupied by Mr. Cisco, and have introduced a new feature in their business, namely, to allow 3 per cent. to depositors, subject nevertheless to their checks at any time without notice. This movement indicates capital, and ability to handle it, and must have the effect to interfere largely with the old system of banking, when depositors get nothing for their funds, while the banks loan it out and make money by the operation. We wish these gentlemen every possible success.

We also observe that additional capital has been introduced into this city, in the form of the British and American Exchange Banking Corporation, limited, with a capital of five millions of dollars. The institution is to be under the management of William Wood, Esq., a well-known banker of this city, of the firm, we believe, of Wood & Dennistoun, and a thoroughly accomplished financier. He is to be assisted by two other gentlemen, John Gallop and J. W. Cross, Esquires. The commercial agents, those who are to have immediate charge of ist consignments, and the details of the disposal of them, are the well-known house of Howland & Aspinwall. The connections of this new institution are of the highest order and widest range, and its establishment is of decided advantage to the city of New York.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Central full stock, 115@126; Second Avenue R. R., 85; Miss. and Mo., 29@30; do., L. G. bonds, 56½@58; Milwaukee and St. Paul, 56; Little Miami, 125; Peninsular R. R., 30; City 6s, 1887, 109.

Philadelphia.—Allegheny Co. 6s, 82@83; Camden and Atlantic pref., 19½@20; do., 2d mort., 60½@65; Union Canal, 13¼@2; New Creek, 1; Wyoming Valley, 52; 5th and 6th streets, 56; 10th and 11th streets, 42. The latest quotations are: City 6s int. off, 101½@102; do., new, do., 106¼@106½; State 5s, 100½@101; Reading, 61½@61¾; do., 6s, 1848-'80, 107; do., 1870, 108½; do., 1886, 123; Camden and Amboy, 164@165; Pennsylvania R. R. div. off, 65@65½; do., 1st mort., 109; do., 2d mort., 106; Little Schuyl.

kill R. R., 47 $\frac{3}{4}$ @48; Morris Canal, 68@70; do, pref., 138@134; Susquehanna Canal, 15 $\frac{1}{2}$ @15 $\frac{3}{4}$; do., 6s, 65; Sch. Nav., 12 $\frac{3}{4}$ @12 $\frac{7}{8}$; do., pref., 25 $\frac{1}{4}$ @25 $\frac{3}{8}$; do., 6s, 1882, 82 $\frac{1}{2}$; Union Canal bonds, 25@26 $\frac{1}{2}$; Delaware Div. Canal, 42@42 $\frac{1}{2}$; do., bonds, 103; Elmira and Williamsport, 35; do., pref., 52 $\frac{1}{2}$ @53; do., 7s, 1873, 110; Beaver Meadow, 72 $\frac{1}{4}$ @74; Harrisburg, 64; Long Island R. R., 45@46; do., bonds, 102; Lehigh Coal and Navigation, 58 $\frac{1}{2}$; do., scrip, 44@46; North Pennsylvania, 19 $\frac{1}{2}$ @20; do., 6s, 95; do., 10s, 120; Philadelphia and Erie, 27 $\frac{1}{4}$ @27 $\frac{3}{4}$; do., 6s, 104 $\frac{3}{4}$ @105; Minehill, 63 $\frac{1}{2}$; Catawissa, 8@8 $\frac{3}{4}$; do., pref., 24@24 $\frac{1}{4}$; Lehigh Valley, 77; do., bonds, 106@112; Frankfort and Southwark (horse), 56; Second and Third, 80; Race and Vine, 10 $\frac{1}{2}$ @12; West Philadelphia, 65@67 $\frac{1}{2}$; Spruce and Pine, 15 $\frac{1}{2}$ @16; Green and Coates, 45@46 $\frac{1}{2}$; Chestnut and Walnut, 55; Arch, 23 $\frac{1}{2}$; Thirteenth and Fifteenth, 28; Seventeenth and Nineteenth, 13; Girard College, 22; Tenth and Eleventh, 41 $\frac{1}{2}$ @42; Philadelphia, Germantown and Norristown, 61.

Boston.—Northern (Ogdensburg) 1st mort., 100; do., 2d mort., 23 $\frac{1}{2}$ @28 $\frac{1}{2}$; Rutland and Burlington 1st mort., 71 $\frac{1}{2}$; do., 2d mort., 19; Vermont Central 1st mort., 80 $\frac{1}{2}$ @83; do., 2d mort., 22@23 $\frac{1}{2}$; Vermont and Mass. 6s, 104; Michigan Central 8s, 1882, 120; Western R. R. 6s, 1875, 105 $\frac{3}{4}$; Eastern R. R. 6s, 1874, 107; South Shore, 16; do., 6s, 1880, 98; Boston 5s, 1882, 113 $\frac{1}{2}$; Bangor 6s, 1873 and 1874, 106 $\frac{3}{4}$; Hartford 6s Water Loan, 109 $\frac{1}{4}$; Bath 6s, 104; Chicago 7s, Water Loan, 1882, 104; Vermont 6s, 1871, 105 $\frac{3}{8}$ @106 $\frac{1}{4}$; Rhode Island 6s, 1883, 109; Maine 6s, 1883, 108 $\frac{1}{2}$; New Hampshire 6s, 1874, 106 $\frac{3}{4}$; Union Steam Ship Co., 186; Chelsea, horse, 53; Boston Water Power Co., 45; Acton Mining Co., 4 $\frac{3}{4}$; Albany and Boston, 13 $\frac{3}{8}$; Bedford, 48c; Black River, 50c; Bay State, 10; Copper Falls, 15; Dana, 1 $\frac{3}{4}$; Hancock, 13 $\frac{3}{8}$; Hanover, 1; Manhattan, 6; Mesnard, 13; Huron, 23 $\frac{1}{2}$; North Cliff, 8; Petherick, 9; Pontiac, 7; South Side, 4 $\frac{3}{4}$; Star, 5 $\frac{3}{8}$; Superior, 9; Winthrop, 4 $\frac{3}{4}$; Wickam, 68 $\frac{3}{4}$ c; Ottawa, 10; North Western, 7 $\frac{3}{4}$; Excelsior gold, 6 $\frac{1}{2}$; Flint Steel, 6.

Baltimore.—N. W. Va. 1st mort., 26 $\frac{1}{2}$; Santa Clara Mining Co., 8 $\frac{1}{8}$; Canton Co., 32 $\frac{3}{8}$; Springfield Mining Co., 2.40. The latest quotations are: Balt. and Ohio, 89@89 $\frac{1}{4}$; do., 6s, 1867, 101; do., 1875, 104@105; do., 1880, 104; do., 1885, 104@105; Northern Central, 40@41 $\frac{3}{4}$; do., bonds, 1885, 101@102; N. W. Va., 6@11 $\frac{1}{4}$; do., 1st mort., 103 $\frac{1}{4}$ @104; do., 2d mort., 102; do., 3d mort., 96@100; do., 4th mort., 25 $\frac{1}{2}$ @25 $\frac{3}{4}$; Central Ohio 2d mort., 103 $\frac{1}{2}$; do., 4th mort., 37@40; do., income 1857-'60, 20@28; Western Md. bonds, 83; do., guar., 103 $\frac{1}{2}$; Maryland 6s, coupon, 1870, 112; do., Ins., 112; do., 1890, 112; Baltimore 6s, 1875, 19 $\frac{3}{4}$; do., 1886, 109; do., 1890, new, 108 $\frac{1}{2}$ @109 $\frac{1}{2}$; do., coupon, 110; do., 5s, 1838-'70, 90.

Railway Register.

We have received from E. B. Ivatts, Esq., London, three numbers of the Railway Register, a new journal printed for private circulation among the large numbers of persons who are employees of the British Railway Companies, forming in fact a staff of many thousands. Its object appears to be to offer to all who desire the information, a knowledge of the routine of Railway work, and to introduce improvements into the system as fast as they

can be discovered. We beg to acknowledge also the receipt of Mr. Ivatt's accompanying letter, and shall endeavor to co-operate with him as far as practicable in his well intended designs.

Scientific American Patent Office.

We call the attention of our readers to the advertisement of Messrs. Munn and Co., in another column, which is a readable and instructive article of itself. The inventors of this Country are under the greatest obligations to these gentlemen for the valuable services they have rendered for the last twenty years, and continue to render; and the public, for the immense improvements in the practical arts and sciences which have been brought forward and perfected under their care.

Vermont and Massachusetts Railroad.

The plan of the Vermont and Massachusetts Railroad Company for the extension of their Bonds, which become due July 1, 1865, for the term of eighteen years thereafter, and of furnishing interest coupons therefor, has been successfully carried out. The stockholders at a meeting in the spring advised the Directors to do this if they should deem it expedient.

The Directors adopted a plan, and in June advertised to extend all presented before August 1, and which period was extended to August 16. \$507,300 of the Bonds have been presented and extended, receiving the new coupons. By the terms of the agreement between the Trustees, the Bondholders and Directors, the Company were at liberty to extend \$700,000. As the assets on hand and the earnings will exceed the amount of unextended Bonds, it is doubtful whether the Company will extend any more. Whether the subject has been before the Directors we are not aware, but we see by their advertisement in the Boston Journal that the Company expressly reserve "the right to pay at maturity, and not to extend any Bonds not presented for extension" within the time limited, which has now expired. Par is offered at the Board for the unextended and 103 for the extended Bonds.

The Boston Brokers' Board.

The author of "Revelations of a Stock Broker" in the Commercial Bulletin pays the following compliment to the Boston Brokers' Board:—

"The membership of the Stock Exchange is a patent of integrity, honor and high credit that is not lightly to be won, and is justly considered in State street as carrying with it a certificate of character such as is worn by none but the most worthy. It stamps a man with the assurance of that full confidence which is the basis and life of all commercial transactions.

The Board examines each broker, and when it puts its seal upon him, it says to the world that it may entrust thousands and millions of dollars with him upon his mere word—that it may place in his hands untold money without security or acknowledgement—that it may transfer to him any quantity of stock to be sold "at market price," without fear of being cut into even for a sixteenth of one per cent.—that it may do (and it every day does) a hundred acts of such extreme confidence that in any other line of business would be considered as sheer madness. It throws its agis of unsullied probity over its member, not only for the present period, but keeps watch and ward over him for the future, and visits upon him the slightest dereliction of faith or duty with unrelenting and vigorous judgment. And for this reason is it that the community place their trusts unreservedly in the hands of men whom they know not to be "responsible" in property, but "responsible" in character, simply because they are "members of the Brokers' Board."

Sewing Machines.

In 1858, there were 2,500 sewing machines sold in America. In 1859, the sales reached 46,243. The annual saving to the United States in labor alone is computed at £29,000,000; that is to say, this extra amount must have been paid, if the same amount of clothing had been produced by manual work.

Oswego Railroad Extension.

The Oswego Times says that the Oswego and Syracuse Railroad Company have determined to arrange their road to admit cars of the wide gauge, and also that they intend to appropriate West Second street in Oswego to the purpose of running their cars down to the harbor to deposit their coal, etc.

Atlantic and Great Western Railroad.

The office of the Auditor and Treasurer of this Company has been removed to Meadville, Pa. All letters, reports and communications of every kind intended for the Auditor and Treasurer will be addressed to them at that place.

Railroad Employees--Their Legal Rights.

BRAKEMEN--THEIR RELATIONS TO THE COMPANY AND TO THEIR FELLOW WORKMEN. DUTY OF COMPANIES IN THE USE OF PROPER BRAKES--THEIR RESPONSIBILITY FOR THE SAFETY OF THEIR SERVANTS.

This was an action brought by the administratrix of one Samuel Webb against the Columbus and Xenia Railroad Company and the Little Miami Railroad Company, to recover damages for injuries received by Webb while in the employment of the defendants as brakeman. The action was brought in the Superior Court of Franklin County, Ohio, under the act of March 25, 1861, "requiring compensation for causing death by wrongful act, neglect or default."

The petition stated the cause of action to be in substance, this—that while Webb was in the service of the defendants, in the capacity of brakeman on one of their trains of cars, en route from Cincinnati to Columbus, on the 4th of July, 1858, as the train was nearing the Branch Creek station where it was to stop, he, at the usual signal of the engineer for that purpose, attempted to wind up one of the brakes on the cars to check the speed of the train, and that in doing so the brake chain parted and the brake gave way, and he was thereby thrown between the cars and run over by the train, and so injured that he died the same day. That all this was the result of the carelessness of the defendants in providing and using a defective brake and chain, and in no wise attributable to any fault or want of care on the part of Webb.

The defence was, in substance, that Webb assumed the position of brakeman, well knowing its dangers; that the defendants provided for him the best safe guards against accidents in the management of brakes, that scientific knowledge on the subject afforded; that the brake and chain which gave way were perfect and sufficient, so far as human foresight and examination could determine; and that the parting of the chain was an unavoidable occurrence incident to the business; that Webb's death was the result of his own careless and reckless way of working his brake.

At the trial, evidence was given showing that Webb was, at the time of the accident, in the discharge of his duty and worked his brake in the usual manner; that the brake itself and the

brake chain had been tested and examined and pronounced good before leaving the car shop.

A verdict was rendered for the plaintiff for \$5,000. The defendant then appealed to the Ohio Supreme Court, and asked a reversal of the judgment, on the ground of error in the charge of the judge, and in refusing to charge as requested. The Supreme Court now reverse the judgment. The following is the closing remarks of the Court, in the opinion delivered at the decision of the case:

SUTLIFF, C. J.—But it is insisted, for reasons peculiar to the case itself, that in the case at bar there was the same extraordinary care due the employee, the brakeman, in regard to the perfection of the machinery on the train, that was due from the company to the passengers on the train.

The company it is admitted, are as common carriers, bound to furnish the most perfect machinery and cars for the safety of the passengers; and from this fact the conclusion is sought to be gained, by argument, that quite a different rule should be applicable to the employee in this case from that where the machinery, scaffold or ladder was only for the purpose of facilitating the labors of the employee. The brakeman it is said, engaged to the company as an employee in the particular business of brakeman on a passenger train. And the contract being in relation to service in that particular place, and each party being presumed in law to know the law, it must be supposed that both the parties knew that it was the legal duty of the company, as common carrier, to furnish as perfect machinery and brakes upon the passenger cars as practicable; or in other words, to use the highest degree of care in that regard to insure the safety of the passengers, of which the company were in law to be regarded to some extent warrantors. And, therefore, when the employee entered the service as brakeman, to work one of the brakes on such passenger cars, it was reasonably to be implied that the company would furnish such brake to be by him worked as the law made it the duty of the company to furnish upon a passenger car for the safety of the passengers. It is not easy to see at first view the fallacy of this argument; and if admitted to be strictly logical, the conclusion would seem inevitably to follow that the employee was entitled, in his capacity of brakeman, to as perfect a brake as a passenger, to whom the general rule required of the company extraordinary care, instead of merely that ordinary care which was due to an employee.

But this argument and the conclusion to which it tends must necessarily be qualified by the duty of the employee himself, to bring to the discharge of his office as brakeman that high degree of vigilance, prudence, care and promptitude, correspondent to the undertaking of the company as common carrier, which he as one of the operatives had undertaken with the others to discharge.

There is still another consideration which must necessarily qualify the right of such employee to claim as due from the company a perfect brake. It appears from the record that the service of the intestate was rendered in common with many other servants, in the business of operating the trains upon the road; and it also appears that it was the duty of certain of the servants so engaged in the common service to inspect the chains of the

brakes and see to the condition of the machinery, etc., and take care that the train should in all respects be in a road worthy condition. If, then, the defect of the chain was owing to the neglect of the co-servant of the deceased, whose duty it was to inspect the chain at the time; for such neglect the railroad company could not be held chargeable.

It is not necessary here to determine, by strict reference to attempted classification, what degree of negligence, whether slight, ordinary or gross, must be shown on the part of the defendants below, in order to constitute in this case a legal liability against them. However ingenious the argument, the conclusion cannot be logically arrived at, that the employee upon a railroad passenger train, engaged in operating the train is entitled to the same care for his safety from his employer that is due to a passenger upon the train. A person who seeks and engages in any employment, thereby assumes upon himself the ordinary risk, hazard, and danger incident to the place and the duties which, for the consideration agreed upon, he has so agreed to fill and discharge. And this is equally true of employees upon railroad trains as well as elsewhere, and in all other kinds of business and positions. Whether the employee seek employment in a machine shop, or on board a steamboat, upon a railroad train, or to pilot rafts over dangerous rapids, to labor in a powder mill, or to serve upon a whale ship, or upon a voyage of discovery in the Arctic regions; in each and all of the several employments and positions chosen, the employee, by entering the service voluntarily, takes upon himself the hazards and dangers properly incident to the service in which he engages; and the employer is in no sense, from the relation they so sustain to each other a warrantor of the safety of the employee. There is neither authority nor reason for holding the employer responsible for the safety of his servant or employee, in the same sense that a common carrier is, by law and public policy, regarded as having guaranteed. * * *

Indeed, negligence is a term depending so entirely upon the facts and circumstances of each particular case, that very little practical advantage is derived from the common classification, slight, ordinary and gross. The same degree of care that would have been highly creditable to common carriers, in seeing to a common stage coach being in suitable repair and road worthiness, for the safety of the passengers and that of their employee, the driver, before the introduction of railroad facilities, might doubtless be regarded as most culpable negligence of duty, on the part of a railroad company in regard to the condition of their passenger trains; not only toward passengers, but even toward their employees who operate the train. And so, too, it may safely be affirmed, a reasonable care for the safety of the employee, which requires of the employer always an attention, in a measure, commensurate to his exposure to danger, for the reasonable protection and safety of the employee, would evidently require of the employer greater vigilance and care in regard to the road worthiness of an express train, or even a common passenger train, than of a freight train. Indeed, the care that the law requires for the safety of the employee, is that care which is required by the

good common sense of mankind, as reasonably due under all the circumstances of the case.

It is hardly necessary or practicable, to state the degree of care due from the company in this case to the brakeman. It can only be correctly expressed by saying, that it was incumbent upon the company to use all that care and precaution for the safety of the brakeman, that might reasonably be expected of a railroad company on the part of an intelligent brakeman acquainted with the care and precaution used by other well conducted railroad companies in like cases.

Judgment reversed.

Naugatuck Railroad.

This road is 57 miles in length, extending from Winsted, Conn., to Naugatuck Junction, from which point to Bridgeport, about 5 miles, the trains are run over the New York and New Haven Railroad. The Naugatuck Railroad Company was chartered in May, 1845, and organized in February, 1848. The road was completed as follows: from the Junction to Seymour, 15 miles, on the 15th of May; to Waterbury, 28 miles, on the 11th of June, and to Winsted, 57 miles, on the 24th of September, 1849. Capital stock authorized, \$1,500,000; paid in, \$1,081,800. Funded debt, \$358,050, viz: mortgage 7 per cent. coupon bonds, \$350,000 dated July 10, 1856, and payable July 10, 1876, interest January 10th, and July 10th, at Bridgeport. State Law 7 per cent. bonds, \$8,000, issued in 1853-'54, and payable in 1862-'64, interest semi-annually. Mortgage 7 per cent. bond of 1848, past due, \$50.

The receipts and expenses of the road for the years ending December 31, 1861 and 1862, have been as follows:

Receipts:	1861.	1862.
From freight	\$102,866 49	\$123,845 81
" passengers.....	65,057 18	73,362 94
" mails	4,051 00	4,429 17
" express	2,599 94	2,600 00
" interest etc.....	3,786 05	2,181 78
Total.....	\$178,710 66	\$206,419 70
Expenses, viz:		
Repairs of road	\$30,163 63	\$27,439 55
" engines	6,575 94	7,440 71
" cars	10,377 14	7,677 06
" bridges, etc.	3,561 73	2,824 59
Rent of depot grounds, etc.....	5,599 97	4,999 94
Wood.....	8,896 90	10,703 86
Oil, waste, etc.....	1,528 03	1,824 03
Passenger expenses...	10,180 78	9,776 78
Freight	22,787 56	22,748 40
General	3,991 65	3,750 00
All other	2,358 90	3,060 64
Total.....	\$105,971 23	\$102,245 56
Balance	\$72,739 43	\$104,174 14
Taxes and interest....	22,475 71	25,426 66
Net gain.....	\$50,263 72	\$78,747 48
Dividend, Aug. 15....		20,636 00
	\$50,263 72	\$58,111 48
Add balance from previous year.....	162,373 90	171,365 62
	\$212,637 62	\$229,477 10
Dividends, Feb. 15....	41,272 00	51,590 00
Balance Dec. 31.....	\$171,365 62	\$177,887 10

The following statement will show the gross receipts, operating expenses, net earnings, etc., from commencement to date of the last annual report December 31, 1862:

	Gross earnings.	Operating expenses.	Net earnings.	Dividend.	Per cent.
1849....	\$54,473	\$25,170	\$29,303	nil.	nil.
1850....	230,862	136,273	94,589	\$60,006	6
1851....	190,227	85,285	104,940	nil.	nil.
1852....	210,984	95,203	115,781	70,007	7
1853....	246,687	122,059	124,628	80,008	8
1854....	238,266	231,948	6,318	40,004	4
1855....	220,459	126,691	93,768	nil.	nil.
1856....	237,416	126,134	111,282	"	"
1857....	209,555	121,372	88,183	"	"
1858....	199,536	106,623	92,913	"	"
1859....	241,330	113,825	127,505	30,954	3
1860....	263,209	148,275	114,934	82,544	8
1861....	178,711	108,258	70,453	51,590	5
1862....	206,420	107,792	98,628	61,908	6

The financial condition of the company December 31, 1862, is shown in the annexed Balance Sheet:

Cost of road	\$1,181,800 00
" equipment	200,000 00
" real estate	29,088 99
Bonds of 1856	74,000 00
Notes receivable	14,845 19
Cash	19,253 57
U. S. 7-3 Treasury notes	5,000 00
Materials on hand	37,678 45
Sundry balances	20,874 60
Naugatuck R. R. stock	4,250 00
Stockbridge & Pittsfield R. R. stock	7,600 00
	\$1,594,660 80
Capital stock	\$1,031,800 00
Mortgage bonds of 1848, past due	50 00
" " 1856	350,000 00
State Law bonds	8,000 00
Coupon interest	9,535 77
December expenses	5,945 68
Housatonic R. R. Co.	3,933 26
N. Y. & N. H. R. R. Co.	2,196 25
Dividends	1,671 00
General Post office department	900 00
Sundry balances	2,741 74
Profit and loss	177,887 10

The office of the company is at Bridgeport, Conn. The officers and directors for 1863 are as follows:

President.—WM. D. BISHOP.

Vice President.—A. L. DENNIS.

Directors.—A. Heaton, A. L. Dennis, E. F. Bishop, Green Kendrick, P. C. Calhoun, R. Tomlinson, W. D. Bishop.

Treasurer.—HORACE NICHOLS.

Secretary.—IRA SHERMAN.

Superintendent.—CHARLES WATERBURY.

The Pennsylvania Canal.

Winding its way along the strand, where the laughing Juniata sings with merry voice, to the glens of inland Pennsylvania, and where the broader Susquehanna rolls its sluggish current to the sea, is the greatest artery of the internal commerce of the State of coal and iron—the Pennsylvania Canal. Commencing in the mountain gorges of Hollidaysburg, for one hundred and twenty-seven miles the canal bed follows the Juniata river, and turns into the Susquehanna, where the two streams meet at Junction. For forty-six miles the canal then follows the Susquehanna, and terminates at the village of Columbia, where large and costly granite outlet locks are constructed to permit the passage of boats into the river, and to admit them into the canal.

The advantages of this great business channel are great. Its arterial branches penetrate the entire northern central portion of the State, and affords the country bordering on the Chesapeake a constant and sure supply of coal and lumber. From the unbroken pine forests of the West Branch of the Susquehanna, the canal stations at Lock Haven, Pine Creek, and Williamsport,

send immense quantities of boards down the canal, to be delivered at Columbia, Baltimore, Port Deposit, or to be brought through the Peninsula Canal to the Delaware River, and thence to Wilmington and Chester. Nor is Philadelphia entirely independent of the great lumber regions of the West Susquehanna. Large cargoes are daily arriving there from the localities already referred to, by the way of the Union Canal, to which egress is given at Middletown, ten miles below Harrisburg, and which connects with the Schuylkill Navigation Canal at Reading, from which place the boats pass to the city. Further east, on the Eastern Branch of the Susquehanna, lie the coal-fields of Wilkesbarre, Pittston, Plymouth and Nanticoke. Nearer the Juniata are the coal veins of Danville and Northumberland, and nearer yet, the fertile leads of Sunbury and Millersburg. What a wealth of treasured richness do their depths contain—whither the darkened caverns of the hollow mines are jewels far surpassing those that opened to Aladdin's vision when he paced the flowery meads of the enchanted garden—and the shaping hands of the morling miners bring them forth and send them down the freighted waters, to carry gladness and cheer to many a hundred household. The North and West Branch and the Susquehanna canals all bear their boats to Junction, where they enter the main line of the Pennsylvania Canal, and are then conducted to Columbia. From this point the Tidewater Canal commences, on the western side of the Susquehanna, and thence the coal is transported to the cities and villages on the upper shores of the Chesapeake to Port Deposit, Havre de Grace and Baltimore.

Little grain is derived from the canals communicating with the Pennsylvania. The agricultural freightage is procured on its Juniata Division. The canal passes through the richest portion of the State, originating in the coal fields of the Alleghenies; descending through the eastern ridges of that range it reaches Huntingdon, where the bituminous resources of the Broad Top section are poured upon its waters; then through the picturesque scenery of the Juniata the canal passes until it reaches the termination of the Keshicquillas Valley, at Mill Creek, where the products of the adjacent grain fields are shipped to market; then past the granaries of McVeytown and Lewistown, and the luxuriant pasture plains of Newport, the Juniata Division of the Pennsylvania Canal sweeps onward to the bosom of the Susquehanna. Collection offices are established at the two termini, Columbia and Hollidaysburg, and at intermediate stations, at Middletown, Harrisburg, Clark's Ferry, Junction, Lewistown and Huntingdon. The largest and most important office is at Harrisburg, where about fifteen hundred boats are cleared monthly, and the next in importance is Columbia, which passes almost as many boats as Harrisburg.

The boats used on the Susquehanna carry about two hundred and twenty-five thousand pounds of lading. Those on the Juniata rarely reach one hundred and fifty thousand. The Pennsylvania Railroad, however, in whose hands the canal is at present, are extending the locks along the Juniata and doubling them on the Susquehanna, so as to allow of the passage of boats with heavier cargoes.

The canal on the western side of the Alleghenies is insignificant and unprofitable. It formerly extended one hundred and three miles from Johnstown to Pittsburg, but on the first of May the upper western division of thirty miles, from Johnstown to Blairsville, was abandoned. There are now but seventy-three miles of communication from Blairsville to Pittsburg. There are three collection offices, one at each terminus, and at Freeport, forty-five miles below Blairsville. The depth of this canal is but shallow, and the trade is merely local. Thomas T. Warner, Esq., is the General Canal Superintendent, having the management of the entire line, with A. J. Whitney, William T. Burns and John Runk, Jr., as assistants on the Eastern Division, and D. C. Salisbury on the Western.

New York City Railroads.

We subjoin the following interesting particulars in regard to the railroads of New York now in operation and in course of construction:

HARLEM RAILROAD.

The city track of this road extends from the lower end of the Park to the tunnel, the upper depot being at Twenty-seventh street, and passes through Chatham, Centre, Broome, and Grand streets, Bowery and Fourth avenue. According to the report of the State Engineer and Surveyor for the year ending Sept. 30, 1862, this road has 42 city cars. The number of passengers carried therein was 3,580,227. The city track is about two miles and a half in length.

SECOND AVENUE RAILROAD.

Length of road (double tracks), 8 miles; number of passengers carried, 4,771,119; number of cars not stated. This road passes through South, Oliver, Pearl and Chatham streets, Bowery, Christie street, First and Second avenues to Harlem River.

THIRD AVENUE RAILROAD.

Length of road 8 miles; number of first class passenger cars 109; number of miles run by passenger cars about 2,000,000; number of passengers (all classes) carried in cars, 11,432,392; average rate of speed adopted by ordinary passenger cars, including stops, $5\frac{1}{2}$ miles per hour; rate of speed of same when in motion, 6 miles an hour; average weight, in tons, of cars, $2\frac{3}{4}$; rate of fare for passengers beyond Sixty-fifth street, 6 cents; below Sixty-fifth street, 5 cents; route, Chatham street, Bowery, and Third avenue to Harlem River.

SIXTH AVENUE RAILROAD.

Length of road, 4 miles; number of two-horse cars, 59; number of one-horse cars, 30; number of horses, 503; number of miles run by regular passenger cars, 1,891,960; number of passengers (all classes) carried in cars, 6,955,647; average rate of speed, including stops, $4\frac{1}{2}$ miles per hour; average weight of large cars, 4,500 pounds; small cars, 2,000 pounds; rate of fare, 5 cents, and for children 3 cents; route Vesey, Church, and Chambers streets, College Place, West Broadway, Canal, Varick and Carmine streets, and Sixth avenue to Central Park.

EIGHTH AVENUE RAILROAD.

Length of road, 10 miles; number of passengers (all classes) carried in cars, 7,399,696; number of cars and horses not stated; route, Vesey, Church and Chambers streets, College place, West Broadway, Canal and Houston streets, and Eighth avenue to Central Park.

NINTH AVENUE RAILROAD.

Length of road, 13 miles; length of road laid, 5 miles; number of first class passenger cars, 42; average rate of speed, 5 miles; number of miles run, 779,890; number of passengers (all classes) carried in cars, 1,789,963. On the 30th of July, 1859, the interest of this road, which was then built and in operation from Canal street to 54th street (and which had been constructed by private enterprise,) together with cars, horses, stations, stables, and all the property grants, licenses and privileges appertaining thereto, was acquired from the ten proprietors at the rate of \$712,445 85 for the whole, including, however, in such estimate of the whole property, real estate deemed worth, \$328,485 85. This company has expended \$75,000 in extending the road. Route, 54th street, Ninth avenue, Greenwich street, Canal street, West Broadway, College place, and Barclay street.

BELT RAILROAD.

This immense road is in operation on the west side of the town, and partially built on the east side. When fully completed it will girdle the city. The route, commencing at the intersection of Tenth avenue and Fifty-ninth street, lies through the Tenth avenue, West Twelfth street, Greenwich street, West street, Battery place, State street, Whitehall street, Bowling Green, Chambers street, Hudson street, on the West side; and on the east side, from the intersection of the Tenth

avenue and Fifty-ninth street, through Fifty-ninth street, First avenue, Twenty-third street, Avenue A, Fourteenth street, Avenue D, Houston street, Goerck street, Mangin street, Corlaers street, Grand street, Monroe street, Jackson street, South street, Montgomery street, Front street, Old slip, Water street, Coenties slip, Old slip and Front street to Whitehall street.

AVENUE D RAILROAD.

The route of this road when completed, will be through the following streets and avenues: commencing on Avenue D at the northern extremity of the same, through Avenue D, Eighth street, Lewis street, Grand street, East Broadway, Chatham square, Chatham street, Park Row to Broadway; also, from the corner of Avenue D and Eighth street to and through Houston street, Goerck street, Grand street ferry, Clinton street, Avenue B, Tenth and Eleventh streets to Avenue D; also connecting with double track in Canal street, at Broadway, thence through Lispenard street, West Broadway, Beach street, Greenwich street, North Moore street, Walker street, Washington street to Battery place; also connecting with the double track in Avenue D, through Fourteenth street and First avenue to Thirty-fourth street, thence to Avenue A. This road has been commenced, and a portion of it is completed; yet, some time will elapse before it will begin active operations.

SEVENTH AVENUE RAILROAD.

The route of this road lies through Seventh avenue from the southern extremity of the Central Park, old Bloomingdale Road or Broadway, University-place, Clinton-place, Varick street, Wooster street, Canal street, West Broadway, Franklin street, Duane street, College-place, Barclay street, Church street, Greene street, Macdougall street, Fourth street, Thompson street, and Broome street. At Fourteenth street and other points the track will be extended to Broadway. This road is entirely completed, and is in operation above Broome street, but below that point the company have been restrained by the Sixth Avenue Railroad Company from running over any portion of their track. The Seventh avenue Company have put in a statutory plea, and the proceedings have advanced so far that commissioners will be appointed by the Court to assess the value or rent to be paid by the Seventh Avenue Company for the use of the track of the Sixth Avenue.

FOURTEENTH STREET RAILROAD.

The route of this road lies through the following streets, commencing at the Eleventh avenue: Fourteenth street, Hudson street, Troy street, Fourth street, Macdougall street, Bleecker street, Crosby street, Howard street, Elm street, Leonard street, Reade street, Centre street, Chatham street, Park Row, Beekman street, Ann street, William street, Fulton street, South street, Fulton Ferry, Water street, Peck slip; also from Fourteenth street through and along the Eleventh and Twelfth avenues to Thirty-second street. The construction of this road has just been commenced, and on Sunday morning last ground was broken in Fulton street. It is doubtful whether it will be operated, however, before next Spring.

TENTH AVENUE AND THIRTY-SECOND STREET RAILROAD.

The route of this road lies through the following streets, commencing at the ferry at the Western extremity of Forty-second street: thence through Forty-second street, with a double track to Tenth avenue; thence through Tenth avenue, with a double track to Thirty-fourth street; thence through Thirty-fourth street, with a double track to Broadway; thence through Broadway to Twenty-third street; thence through Twenty-third street to Fourth avenue; thence through Fourth avenue and Union-place, with double track to Fourteenth street; thence through Fourteenth street, Avenue A, Second street, and First street, Houston street, Cannon street, Grand street, Goerck street; thence returning to Goerck street, Houston street, Second street, and to connect with

double track in Avenue A; and thence along the aforesaid route to the place of beginning.

The road is all built, excepting on the Fourth avenue, the Harlem Railroad Company claiming the right of way on said avenue, and having enjoined the Seventh Avenue Company from laying their track. The Seventh Avenue Company has its cars in readiness and other arrangements made for commencing operations as soon as the suit brought by the Harlem Company is disposed of. They are about building stables at the foot of Forty-second street, N. R.

RAILROAD IRON.

300 TONS now on the voyage to this port. For sale by

PERKINS & LIVINGSTON,
35tf 54 Exchange Place.

MUNN & CO'S PATENT OFFICE.

ESTABLISHED 1842.

DURING the past twenty years, Messrs. MUNN & Co. in connection with the publication of the WEEKLY ILLUSTRATED SCIENTIFIC AMERICAN, (the only paper devoted to the Mechanic Arts in the country,) have acted as Attorneys for procuring letters patent in the United States and all foreign countries.

They would state that they have acted, during this period, as agents for more than

TWENTY THOUSAND INVENTORS:

In fact, they have become identified with the whole brotherhood of inventors and patentees, at home and abroad. Thousands of inventors for whom they have taken patents have addressed to them most flattering testimonials; and the wealth that has inured to the inventors whose patents were secured through their office, and afterward illustrated in the SCIENTIFIC AMERICAN, would amount to many millions of dollars!

Messrs. MUNN & Co. are prepared to attend to patent business of all kinds, in the quickest time and on the most liberal terms.

For further information, send for a pamphlet which contains the Patent Laws of the United States, and much other valuable information of importance to inventors and all others who own patent property. Also pamphlets of information furnished regarding the Patent Laws of all foreign countries.

For further particulars address

MUNN & CO.,
No. 37 Park Row, New York,
Or corner F and 7th sts., opposite Patent
Office, Washington, D. C. 3m36

L. & J. H. DOBBS,
DEALERS IN ALL KINDS OF
COPPER,
No. 260 PEARL ST.,
NEW YORK.

Platt, Johnson & Co.,
BANKERS and BROKERS,
49 WALL ST., N. Y.,
DEALERS IN

GOVERNMENT SECURITIES & GOLD.
STOCKS AND BONDS
BOUGHT AND SOLD

At Brokers' Board and at Private Sale on Commission.

ALSO DEALERS IN

Foreign and Domestic Exchange.
MONEY INVESTED, AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

PROPOSALS FOR CONSTRUCTING A BRICK TUNNEL UNDER LAKE MICHIGAN, TWO MILES LONG, FOR THE CITY OF CHICAGO.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, August 13th, 1863.

Sealed Proposals will be received at this office till Wednesday, September 9th, at 11 o'clock A. M., at which time the Board will open the same, for doing all the work and furnishing all the materials required for the construction of a brick tunnel, five feet clear diameter, and extending from the present pumping works of the city, two miles out, under the bed of Lake Michigan, and through what numerous borings invariably show to a stiff blue clay soil, together with land and lake shafts, and protecting cribs, in accordance with the plans and specifications for the doing of said work, to be found on file in the office of this Board on and after the 18th inst.

The Board would prefer to let the entire work to one contractor or company, but will receive separate proposals for the tunnel proper and land shaft, for the protecting cribs, and for the cast iron cylinders for lake shafts.

The Board reserves the right to reject any or all bids, and to accept any one bid complying with the conditions of this advertisement.

The bids must be sealed, and must be accompanied with a bond of the penal amount of \$200, blanks for which will accompany the specifications, guaranteeing the execution of a contract in accordance with the bid, in case the bid is accepted.

Proposals must be directed to the Board of Public Works, and indorsed "Proposals for Lake Tunnel."

Satisfactory security for the faithful performance of the work will be required of the parties whose bids may be accepted.

J. G. GINDELE,
FRED. LETZ,
F. C. SHERMAN,
Board of Public Works.

3t34

NEW YORK CENTRAL RAILROAD CO.

TREASURER'S OFFICE, ALBANY, Aug. 14, 1863.

SEALED proposals will be received by this Company until 3 o'clock in the afternoon of the 10th day of SEPTEMBER next, for the purchase of its Coupon Bonds (of \$1,000 each) to the amount of ONE MILLION OF DOLLARS, (to meet, in part, the debt of Three Millions of Dollars which will become due on the 15th day of June next) bearing interest at the rate of SIX PER CENT. per annum, payable semi-annually, in the City of New York, on the 15th day of June, and the 15th day of December in each year, and the principal payable on the 15th day of December, in the year 1887.

Proposals indorsed, "Proposals for Six Per Cent. Bonds," may be addressed to the undersigned at this office, or at the Bank of Commerce, in New York, and may be for any amount not less than \$5,000.

The Directors reserve the right to reject any proposal and no conditional bid will be received.

A deposit of five per cent. on the amount must accompany each proposal. In the case of rejected bids this deposit will be returned without delay, and in the case of accepted bids, interest will be allowed thereon at the rate of six per cent. per annum from the 10th day of September until the 1st day of October next, when the Bonds will be ready for delivery, on payment of the balance of ninety-five per cent. In case of failure to pay such balance, the deposit of five per cent. will be absolutely forfeited to the Company. The first Coupon will be for the amount of interest (\$12 50) to accrue from the 1st day of October to the 15th day of December next.

A sinking fund of two per cent. per annum on the amount of the loan will be applied to its reduction, or to providing means for its payment, in such manner and under such regulations as the Directors may from time to time adopt.

3t34 JOHN V. L. PRUYN, Treasurer.

WARNCKE & BROWNELL,
RENOVATORS and DYERS OF PLUSHES ON
CAR SEATS, STEAMBOATS, AND FURNITURE.

WE restore the color to plushes on car seats, steamboats and furniture, without removing the plush from the seat. Colors when put on, as bright and durable as new goods. Time of detention of car two days, or less. Orders for work solicited.

The process being patented, the public are hereby cautioned against infringement.

Territory and shop right for sale. Address
JOHN WARNCKE,
Or M. BROWNELL,
Box 1157. Buffalo, N. Y.

3m33

BUSH & LOBDELL
Chilled Railroad Car Wheel,
TYRE, AND
RAILROAD MACHINE WORKS,
WILMINGTON, DELAWARE.
GEO. G. LOBDELL, Proprietor.



FOR BOSTON and PROVIDENCE, via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY, and SATURDAY, at 5 o'clock P. M., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY, and FRIDAY, at 5 o'clock P. M., from Pier No. 3 N. R.
Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West st.

HUDSON RIVER RAILROAD
FOR ALBANY and TROY, CONNECTING WITH TRAINS NORTH and WEST. Trains leave:
From Chambers st. From 30th st.
Express, 7 a. m. and 10 a. m., and 3.15 and 5 p. m. 7.22, 10.27 a. m., and 3.37 and 5.22 p. m.
Troy & Albany (with sleeping car), 10.30 p. m. 10.57 p. m.
Poughkeepsie train, 7.15 a. m. and 12.30 & 6.15 p. m. 7.37 a. m., and 12.52 and 6.37 p. m.
Peekskill train, 11.30 a. m., and 4.10 p. m. 11.52 a. m., 4.32 p. m.
Sing Sing train, 5.30 p. m. 5.52 p. m.
Tarrytown, 3.45 p. m. 4.07 p. m.
On SUNDAYS at 5.22 p. m., from 30th st.
Tickets may be procured at any of the offices of Westcott's Express in New York and Brooklyn, and baggage checked at the house to all points on the road, and to Saratoga Springs.

I. KENDRICK,
No. 125 WALNUT ST., PHILADELPHIA,
AGENT OF THE
UNION COAL & OIL CO.
OF MAYSVILLE, KY.,
FOR THE SALE OF THEIR
Paraffine Lubricating Oil,
FOR ALL CLASSES OF.
STATIONARY MACHINERY, LOCOMOTIVE ENGINES.
RAILROAD CARS, COTTON SPINDLES,
SEWING MACHINES AND WOOLEN FACTORIES.
ALSO,
MAYSVILLE COAL OIL
FOR BURNING,
PARAFFINE WAX,
PARAFFINE WAX CANDLES, AND
ROLLING MILL GREASE,
FROM PURE CANNEL COAL.
P. S.—All Oils warranted to answer the purpose represented.
Particular attention given to orders for shipment in cans or barrels.

SUBSTITUTE FOR
CAR DUCK.

Kingman's Car Covering.

THIS is a heavy Canvas imbedded in a coat of Elastic Mastic or Paste which is applied directly to the boarding of the top of the car, and then thoroughly painted with three or four coats of paint, thus making a covering very much like CAR DUCK, but at this time at half the cost. It is now successfully used by many Railroads and Car Builders. Directions and particulars sent when requested. This Mastic and Canvas for sale by

WILLIAMS & PAGE,
67 Water street,
Boston.

March 1863.

Manhattan Oil Company,
Office, No. 16 Broadway, NEW YORK.
JAMES M. MOTLEY, Vice Pres't and Treasurer.
MANUFACTURERS OF
MASON'S SPERM OIL,
AND DEALERS IN
SPERM, WHALE, LARD AND OTHER OILS.
For Railroads, Steamers, Machinery and Burning

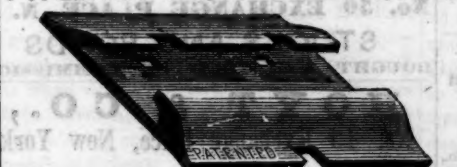
NEW YORK
Railroad Chair Works,

J. S. BREWER, Pres't. J. S. DAVENPORT, Sec'y and Treas.
Office, No. 89 Maiden Lane, cor. Gold St., NEW YORK.
JOSIAH S. LEVERETT & CO.,
SOLE AGENTS.



THIS Company also manufactures RAILROAD, SHIP AND BOAT SPIKES of a superior quality, which they are prepared to supply at the shortest notice.

PHOENIX IRON COMPANY'S



SUPERIOR WROUGHT IRON RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

PACIFIC RAILWAY.

THE undersigned will receive proposals to furnish four thousand (4,000) tons of railway iron (or any part thereof) for the track of the first section of the Union Pacific Railway, Eastern Division. The iron to be of American manufacture, of the best quality, and to be delivered either at Leavenworth or Kansas City. Communications for further information to be addressed to the undersigned or to SAMUEL HALLETT & Co., 58 Beaver st., New York. Terms, cash on delivery.
J. C. FREMONT,
Pres't Union Pacific Railway, E. D.
NEW YORK, June 9, 1863.

THE NEW YORK CENTRAL R. R. CO.

TREASURER'S OFFICE, ALBANY, July 23, 1863.
TWENTIETH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of THREE AND ONE-HALF per cent. on the capital stock thereof, free of the United States income tax, payable on the twentieth day of August next, on stock registered at New York Boston and Albany, respectively, and on the twentieth day of September next on stock registered at London.
Dividends in New York will be paid at the office of DUNCAN, SHERMAN & Co.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK; and in London, at the UNION BANK OF LONDON, pursuant to circular and notice of December tenth, 1862, from the Transfer Office in that city.
The Transfer Books at New York, Albany, and Boston will be closed at the close of business on Friday, the thirty-first day of July instant, and be re-opened on the morning of Monday, the twenty-fourth day of August next.
JOHN V. L. PRUYN,
Treasurer.

ERIE RAILWAY.

PASSENGER TRAINS leave, via PAVONIA FERRY, from foot of Chambers st., as follows, viz:
7.00 A. M., EXPRESS, for Buffalo, and principal intermediate Stations.
8.30 A. M., MILK, daily, for Otisville, and intermediate Stations.
10.00 A. M., MAIL, for Buffalo and intermediate Stations.
4.00 P. M., WAY, for Otisville, Newburgh, Warwick, and intermediate Stations.
5.00 P. M., NIGHT EXPRESS, daily, for Dunkirk, Buffalo, Rochester, Canandaigua, and principal Stations. The Train of Saturday, runs through to Buffalo, but does not run to Dunkirk.
7.00 P. M., ENIGMANT, for Dunkirk, and principal Stations.
CHAS. MINOT, Gen. Sup't.

RAILROAD IRON.

1,300 TONS RAILROAD IRON, 56 to 57 lbs. per yard, 500 " " " 50 " 52 " " " New York and Erie pattern, Crawshaw's make, in yard at Brooklyn, ready for immediate delivery; for sale by
DEHON, CLARK & BRIDGES,
New York, Nov. 11, 1862. 35 Beaver st.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY, TROY, N. Y.,
OFFER RAILS of their own manufacture deliverable as may be desired by purchasers.
OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.
New York Agency:
BUSSING, CROCKER & CO.,
33 Cliff st.

RAILROAD IRON.

2,000 TONS BEST QUALITY WELSH RAILS, 50 and 53 lbs. per yard.
For sale by
PERKINS & LIVINGSTON,
54 Exchange Place.

RAILROAD IRON.

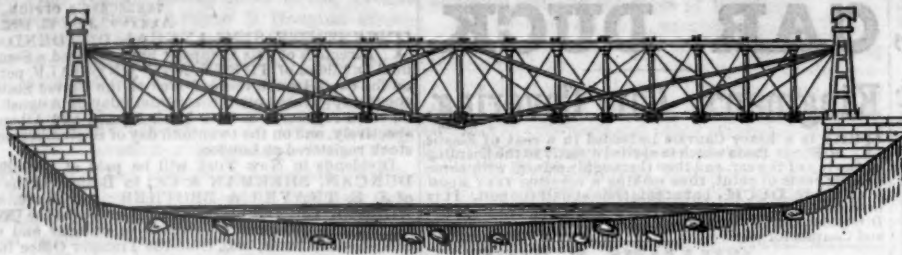
THE undersigned, agents for the manufacturers, are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States
M. K. JESUP & COM'Y,
44 Exchange Place.
New York, 1st June, 1863.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. Contracts negotiated by
E. A. & S. W. HOPKINS,
70 Beaver st., New York.

BRASS SWITCH LOCKS.

(In ordering, send key in letter, to have Locks made to match.)
WILLIAMS & PAGE,
67 Water street,
BOSTON.

FINK'S PATENT IRON RAILROAD BRIDGE.

THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

C. J. SCHULTZ,
Letter-box No. 1,392, Pittsburg, Pa.

DAVISON, DICKINSON & CO.,
CIVIL, MINING AND MECHANICAL ENGINEERS,

No. 229 BROADWAY, NEW YORK,
AGENCY, No. 58 BALTIMORE STREET, BALTIMORE, Md.

PLANS AND SPECIFICATIONS FURNISHED FOR ALL KINDS OF MACHINERY, and superintended during construction. RICE HULLERS, CLEANERS and POLISHERS. GAS WORKS ERECTED ON THE MOST APPROVED PLANS. New and Second-hand MACHINERY constantly on hand. IRON BOUGHT AND SOLD ON COMMISSION.

SOLE AGENTS FOR BATES' STEAM GAUGE.

MANUFACTURERS OF MARINE CLOCKS, STEAM ENGINE REGISTERS, INDICATORS AND GAUGES, ALSO IRON PIPE, FITTINGS, BELTING, HAIR AND WOOL FELTING.

HENRY J. DAVISON. WM. LEE STILES. P. P. DICKINSON.

BAKER'S
Dining & Lunch Rooms,
125 & 127 GRAND ST.

160 Persons can be seated at one time.
THE COOLEST SALOON IN NEW YORK.
LADIES CAN COME UNATTENDED.
THE QUIET FAMILY DINING ROOMS.
The only place of the kind in New York.
Be sure you're right, then come to BAKER'S.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
No. 121 NASSAU ST.,
NEW YORK.

HAMILTON E. TOWLE,
CIVIL AND MECHANICAL ENGINEER
OFFICE, 156 BROADWAY,
NEAR MAIDEN LANE, NEW YORK.

REFERENCES:
Hon. MORRIS H. GREENE, New York. J. MUNROE & Co.,
Bankers, N. York and Paris. Hon. JOHN P. HALE, Washing-
ton. R. F. DELANO, U. S. Naval Constructor. G. J. F. BRYANT,
Architect, Boston. J. W. EMERY, Pres. Cambridge Railroad.

EDWARD KING,
(Late of the firm of JAMES G. KING'S SONS.)
OFFERS his services at the Board of Brokers for the pur-
chase or sale of
STOCKS, BONDS AND
GOVERNMENT SECURITIES.
No. 4 HANOVER ST.

H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,
52 WALL STREET.
STOCKS and BONDS Bought and Sold on Commission.
MERCANTILE PAPER and LOANS Negotiated.
INTEREST ALLOWED ON DEPOSITS.
HENRY MEIGS, Jr. WM. ALEX. SMITH.

RAILROAD
SECURITIES
OF EVERY DESCRIPTION.

STATE, CITY AND COUNTY BONDS,
BOUGHT AND SOLD.

WM. A. GUEST, 31 Wall Street.

HALLET & CORNWELL,
No. 24 PINE STREET,
Note & Exchange Brokers,

STOCKS, BONDS AND GOVERNMENT SECURITIES
BOUGHT AND SOLD ON COMMISSION.

JACOB G. HALLET, (late with Blake Bros. & Co.)
RICH'D H. CORNWELL, (late with G. S. Robbins & Son)
New York, February 14, 1863.

CHAS. A. MEIGS & SON,
BANKERS AND BROKERS,
No. 50 EXCHANGE PLACE, N. Y.
STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.

HOYT & CO.,
No. 45 Exchange Place, New York.

STOCKS, BONDS AND
FOREIGN EXCHANGE.
Bought and Sold (exclusively) on Commission.

J. A. HOYT, R. VERNAM.
Refer to Messrs. J. & J. Stuart & Co., Messrs. Harper &
Bros., Hon. M. F. Odell, M. C.; Messrs. Barclay & Livingston,
Messrs. John Trippett & Bro., New York and Liverpool.
Orders promptly executed by mail.

DUNCAN, SHERMAN & CO.,
BANKERS,
Corner PINE and NASSAU Sts.,
NEW YORK,

ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
FOR TRAVELERS,
AVAILABLE IN ALL THE PRINCIPAL CITIES OF THE WORLD.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.

SAMUEL HALLETT & CO.,
BANKERS,
58 BEAVER STREET,
NEW YORK CITY.

DEALERS IN
Foreign and Domestic Exchange,
AND NEGOTIATORS OF
STATE AND RAILROAD BONDS.

BRITTON & WARNER,
23 WALL ST., corner of BROAD,
BANKERS AND BROKERS.

STOCKS and BONDS,
GOLD AND SILVER,
TREASURY NOTES,
AND ALL FIRST CLASS SECURITIES
BOUGHT AND SOLD.

Livermore, Clews & Comp'y,
BANKERS,
34 WALL ST., N. Y.

DEALERS IN
GOVERNMENT SECURITIES & GOLD.

STOCKS and BONDS Bought and Sold
At the Brokers' Board and at Private Sale on Commission
ACCOUNTS of BANKS, BANKERS and OTHERS.
Received on the most favorable terms.
Advances made on approved collaterals.

P. W. GALLAUDET,
NOTE BROKER,
No. 1 WALL ST., near Broadway.
Hardware, Metal and Iron Business Paper Wanted.
Loans obtained on good securities.

A. W. GREENLEAF & CO.,
BANKERS and BROKERS,
No. 44 EXCHANGE PLACE,
NEW YORK.

STOCKS AND BONDS
BOUGHT AND SOLD ON COMMISSION.
A. W. GREENLEAF. E. B. GREENLEAF

JOHN C. CAPP & SON,
Stock and Note Brokers,
No. 23 SOUTH THIRD STREET,
Directly opposite the Mechanics' Bank.
PHILADELPHIA.

STOCKS & BONDS BOUGHT AND SOLD
ON COMMISSION AT THE BOARD OF BROKERS.
MONEY INVESTED AND
NOTES AND LOANS NEGOTIATED
ON THE BEST TERMS.

ALBERT H. NICOLAY,
STOCK & BOND BROKER
AND AUCTIONEER,
No. 52 WILLIAM ST., (near Wall,)
NEW YORK.

A. H. N. BUYS AND SELLS AT THE
STOCK BOARD STOCKS and BONDS, AMER-
ICAN GOLD, also GOVERNMENT SECURITIES,
for cash or on time, EXCLUSIVELY on COMMISSION
and upon as FAVORABLE TERMS as ANY STOCK
HOUSE IN NEW YORK.
STOCKS and BONDS, ALSO INSURANCE
SCRIP BOUGHT AND SOLD at PRIVATE SALE,
INTEREST ALLOWED on DEPOSITS and Dividends
collected.
REGULAR AUCTION SALES OF STOCKS
AND BONDS EVERY MONDAY AND THURS-
DAY (WHICH HAVE BEEN THE REGULAR
ESTABLISHED DAYS OF SALE FOR MANY
YEARS) AT 12 O'CLOCK AT THE STOCK SALES
ROOM, No. 52 WILLIAM STREET, OR AT
THE MERCHANTS' EXCHANGE SALES ROOM
No. 111 BROADWAY, whenever desired.
Orders by mail promptly executed.